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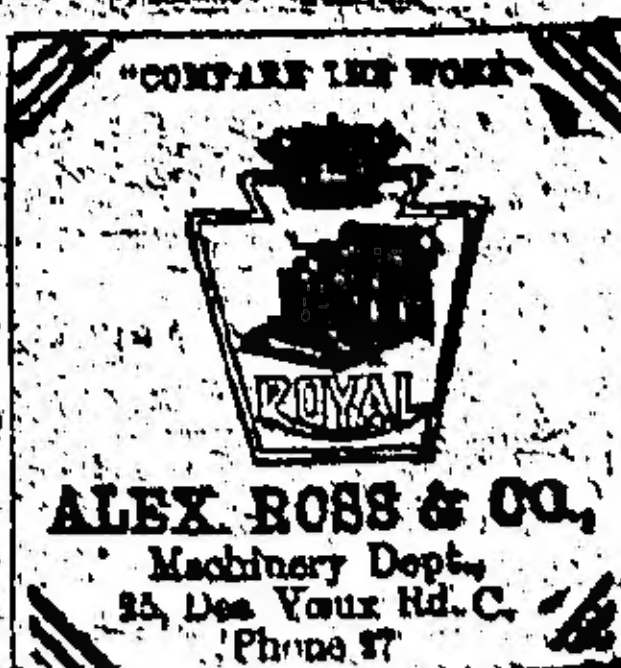
ESTABLISHED 1845

March 12, 1920, Temperature 59

Rainfall: 0.15 inch

Humidity 95.

March 12, 191, Temperature 65



No. 17,897.

五拜禮

號二十月三年十二百九千一英

HONGKONG, FRIDAY, MARCH 12, 1920.

日二十月正申庚九國民華中

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TO-DAY'S CABLES.

(Ruter's Service to the China Mail)

RED CROSS.

LONDON, March 10.
The first general council of the league of the Red-Cross society has concluded at Geneva. It was attended by delegates from 27 countries. At the first conference the chairman stated that object was to develop a plan for calling upon the whole world through the Red Cross societies to co-operate for the immediate relief of the millions of people who were powerless to help themselves. Sir David Henderson, director general of the league, gave an account of the league's activities since its foundation, emphasising that it had relieved the needs of Poland and Czechoslovakia, supplying large quantities of medicines, food, and clothes, and combating a serious outbreak of typhus. At its final meeting the league decided to take action for the repatriation of the war-prisoners still in Siberia and Russia. The contributions in aid of Polish relief included a gift valued at £70,000 from Australia.

PRESIDENT WILSON AND ITALY.

WASHINGTON, February 7.
President Wilson's Adriatic reply declines to agree to the withdrawal of the joint memorandum of Dec. 9 and reiterates that the United States does not approve of the application of the Pact of London except it be convinced that the terms thereof are intrinsically just and consistent with the maintenance of peace and order in south eastern Europe. If Italy and Jugo-Slavia prefer to abandon the idea of a buffer state and entrust the sovereignty of Fiume to the League of Nations without either Italian or Jugo-Slavian control, the United States will be agreeable and willing to leave them to determine the Italo-Jugo-Slav frontier.

CONSTANTINOPLE.

LONDON, March 8.
As regards the occupation of Constantinople it is pointed out that there is no danger of the British embarking on any fresh military activities without the support of the Allies, who are discussing measures that may be necessary to bring the Turkish nationalists to order in Anatolia. Latest reports from Constantinople conservatively estimate the number of Armenians massacred at Marash, as at least 16,000 and indicate that the Porte is having recourse to considerable preparation in order to suppress the truth. Meanwhile, a number of distinguished Americans, including Cardinal Gibbons, and the former Ambassador Gerard, have telegraphed to the Times, appealing to the Franco-British to favour the expulsion of the Turkish government from Constantinople and the autonomy of Armenia.

FRENCH DESIRES.

PARIS, March 8.
The French Government has requested further modifications of the economic memorandum dealing with the extension of time for payment of the German indemnities. Press commentators emphasise that reparation must precede the economic reconstruction of Germany.

AMERICAN NAVY.

LONDON, March 8.
The Daily News correspondent New York says it appears that Mr. Daniels' naval policy suggests, firstly, if the treaty be rejected outright he proposes a repetition of the three year schedule authorised in 1916; secondly if the treaty be delayed, he proposed an appropriation of \$39,000,000 to be spent on new vessels. The second is considered the most probable course. It includes only two battleship and one battlecruiser, despite Mr. Daniels' conviction that dreadnoughts are the backbone of naval efficiency. This is due to the fact that under the pre-1916 programme, two battleships are being completed, while the 1916 programme provided for ten battleships and six battlecruisers superior to any similar vessels afloat.

EDUCATING JUVENILE WORKERS.

In view of the forthcoming operation of the Education Act, it is important that another phase of the welfare movement should receive attention from all firms which are concerned with the right training of the juvenile workers. So soon as the provisions of the Act, become operative, it will be necessary for such employers to allow their juvenile workers to attend continuation classes, during working hours, for 208 hours or 320 hours per year. This, if it is to prove of value, must involve the closest co-operation between the Local Education Authority and the local employer, and it will be advisable for such employers individually or in groups, according to the size of the firm—to appoint a "liaison officer" between the two bodies. The question of works' schools has been dealt with by the Education Committee of the Federation of British Industries, and it is unnecessary to touch upon this subject here, but it is important that during the period which must elapse before the appointed day has been fixed, employers should make experiments in order that their knowledge so gained may be used with advantage when that day arrives.
If between the ages of 14 and 16 the practical side of a boy's training for his future industrial career can run side by side with the general education provided by the local education authority, and if between 16 and 18 this practical training can be developed and built-up on the general foundation given during the earlier years, a right balance will be maintained. Owing to the lack of State facilities for such education it would appear that another method of co-operation lies in the possibility of firms providing means for physical and social development which are so important to the future well-being of the citizen and worker. If such functions are to be undertaken, they will demand the services of a welfare supervisor, apprentice master, or of some duly qualified person closely connected with the firm.
Frequently the complaint is made by employers of juvenile labour that the present educational system is at fault; that it produces a certain type of boy who is unable readily to adapt himself to the conditions and methods prevailing in his place of work. If this criticism is sound, the new Education Act offers to employers an opportunity of bringing about a more satisfactory state of affairs. If they refuse to co-operate with the Local Education Authority and find in a few years time that progress along acceptable lines of development has not been made, it will be the fault, not of the authorities, but of those who have failed to give to the latter the benefit of their advice and experience. If employers have any wise suggestions to offer, now is the time to make them; if they have confidence in any particular scheme of education and training, now is the time to make experiment, for it is only by solving the problem of the training of the juvenile worker from every angle that a practical scheme can be evolved, acceptable to all concerned.—Engineering.

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EARLIER TELEGRAMS.

(Ruter's Service to the China Mail.)

WORLD'S ECONOMIC PROBLEM.

LONDON, March 8th.
The declaration on the economic conditions of the world approved by the Supreme Council on March 8th states that the Council, after carefully surveying all the aspects of the vitally urgent problem, agreed upon the following recommendations with a view to the amelioration of the present economic difficulties in Europe:
(a) That peace and normal economic relations should be re-established as soon as possible throughout Eastern Europe; and
(b) That armistices should everywhere be reduced to peace footing, and that armistices should be limited to the lowest possible figure compatible with national security and the League of Nations should be invited to consider as soon as possible proposals relating to the reduction of armaments.
The Council created or enlarged as the result of the war should immediately re-establish full friendly co-operation and arrange unrestricted interchange of commodities in order that the essential unity of European economic life may not be impaired by the erection of artificial economic barriers.
Secondly, not only the Government of each country but all the producers should immediately attend to the execution of all measures contributing to the full resumption of peaceful industry, encouragement of better output by the workers, improvement of machinery and means of transportation and removal of the disturbing features, such as profiteering.
Thirdly, each Government should immediately consider measures of urging upon all its nationals the vital necessity of suppressing extravagance and reducing expenditure in order to bridge the gap which must exist for some years between demand and supply in essential commodities.
Fourthly, it is essential to take early steps to secure the deflation of credit and currency.
(a) By the reduction of the recurrent Government expenditure within the limits of the revenue.
(b) By the imposition of additional taxes on necessary for the purpose; and
(c) By funding short-term obligations by loans subscribed out of the savings of the people.
(d) By immediate limitation and gradual curtailment of the State circulation of money, the provision of raw materials being essential to the restoration of industry means should be found whereby countries at present unable to purchase in the world markets can obtain commercial credits. It will be possible to achieve this when countries have made the reforms previously indicated.
Sixthly, the Conference recognises the necessity of continued co-operation among the Allies and the removal of obstacles to an easy interchange of essential commodities. The Allies will continue to consult together, as regards the provision and distribution of the necessary raw materials and foodstuffs with a view to an early restoration of normal conditions.
Seventhly, the Conference has paid careful attention to the case of the devastated regions, especially in North France. The restoration of these regions is of primary importance for the re-establishment of the economic equilibrium in Europe and the resumption of normal trade relations. Evidently large sums are required for this purpose which cannot be provided out of the current revenue, nor can the work of restoration be postponed until reparation from Germany has been received. Therefore, the Conference recognises that the capital sums required for this restoration may properly be raised by market loans in anticipation of the reparation payments, provided that the Peace Treaty and the restrictions which they desire to see placed on the new borrowing do not apply to loans and credits to meet this abnormal capital expenditure.
Eighthly, the Conference agrees that it is desirable in the interest both of Germany and her creditors that the total reparation payable by her should be fixed once and for all, and that the period of the period for (sic) months from the signature of the Treaty in which Germany is entitled to make proposals on the subject.
The question of allowing Germany to raise a foreign loan and be referred to the Reparations Commission.
The French Government has instructed the French representatives in London, in regard to the Supreme Council's economic memorandum, that it is impossible for France to accept any disguised revision of the Versailles Treaty or any diminution of the powers of the Reparations Commission. Consequently, the original text of the memorandum must be altered.

PARIS, March 8th.
In the course of cordial conversations, Signor Nitti informed Mr. Milner that he did not propose to organize a revival of Germany at the expense of the reparations due to the Allies, especially France. He favoured placing Germany in a position to resume work and enable her to meet her debts to the Allies.

PARIS, March 8th.
The Journal's correspondent in Berlin says that the German Government is preparing an economic memorandum to the Allies, demanding a platinum loan of \$500,000,000, gold marks 10, Germany until the beginning of next autumn, and the modification of the regime of the occupied Rhine territories. The memorandum declares that if the platinum in Upper Silesia does not result in Germany's favour, Germany will be compelled to discontinue immediately the delivery of coal to France. If the price of the demand is not recognised, Germany will proclaim bankruptcy.

PARIS, March 6th.
The French Government has instructed the French representatives in London, in regard to the Supreme Council's economic memorandum, that it is impossible for France to accept any disguised revision of the Versailles Treaty or any diminution of the powers of the Reparations Commission. Consequently, the original text of the memorandum must be altered.

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SEALED TENDERS will be received at the R. N. Hospital until 10 a.m. on the 20th March, 1920, from persons desiring to supply, Boats, Motors, Tents, Port, Breeches, Pure Cow's Milk, Assorted Waters, Ice and other provisions, and necessities for the year ending 31st March, 1921.

Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital.

The right to reject the lowest or any Tender is reserved.

C. V. WOODWRIGHT,
Surgeon Captain, R.N.
R. N. Hospital, Hongkong,
March 11, 1920.

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SUBSCRIBERS to the above loans are hereby notified that arrangements have been made to proceed with their redemption by a second drawing of the Fourth Year Loan and a third drawing of the Third Year Loan. The date of the drawings and of payment will be announced by the Ministry of Finance.

F. A. AGLEN,
Inspector General of Customs.
Inspectorate General of Customs.
Peking, March 1, 1920.

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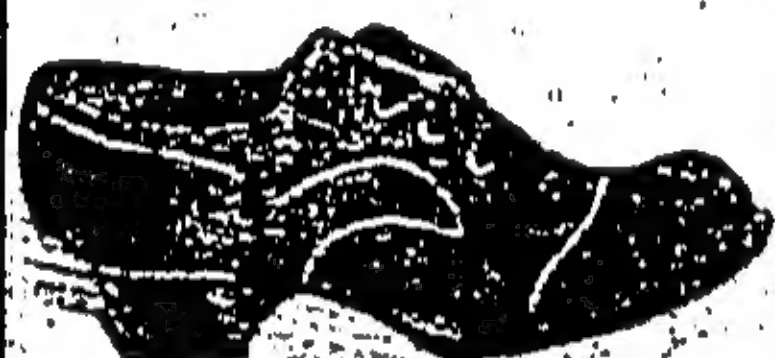
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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

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WIRELESS TELEPHONY.**TALKING IN THE AIR.****A FASCINATING PASTIME.**

Wireless telephonic communication between fighting aeroplanes was one of the most important wartime developments. It is great value was a matter of daily experience. Now that peace conditions have returned, those interested in aerial science are turning their serious attention to its general application to the commercial aeroplanes, which are becoming more and more a part of the national life.

Wireless telegraphy and telephony, like land telephony, in spite of the lucid explanations of the experts, are miracles to most people. What will appeal to all present and intending users of aeroplanes for journeys to Paris and elsewhere is the prospect, in the not distant future, of being able to communicate personally, by word of mouth, with home or office, while many miles away. Code messages requiring to be deciphered and all the inevitable delay involved by the very wonderful business of wireless telegraphy will, for various purposes, give place to the use of a mouthpiece like that employed with the "ordinary" telephone, attached with other apparatus to the existing wireless telegraphic installation. Is a few years' time the call from paterfamilias, on his way back from France, announcing to his wife that he will return for dinner at half-past seven, will probably be as much a matter of course as the other marvels by which space is at present annihilated.

But much remains to be done before the wizards of the air can accomplish this. There are mechanical difficulties and a Treasury, urged on all sides to economise, to be considered. Again, arrangements have to be made with the French Government, who have, however, promised to erect the necessary installations. Another great advantage of the use of wireless telephony by aeroplanes is that it relieves the machine of the dead weight of an operator, as a child can telephone in the air as easily as over a land wire. At present, all service aeroplanes are fitted with telephones, and experimental use of them on civilian machines will be made in a few days' time, when the weather is suitable. At present telephony is only employed in connection with the wireless installation, giving a range of 400 miles, and can only cover a quarter of that distance, though on occasion there have been conversations at much greater distances. By the end of February it is expected that great strides will have been made, amongst other matters, in regard to connecting wireless receiving instruments with land lines, so as to bring aeroplanes into touch with private telephones.

subscribers. It is expected that these arrangements will enable valuable directions to be phoned to aeroplanes especially in foggy weather.

A WONDERFUL ROOM.

A room at the top of India House, where the Air Ministry had had its wireless station for several months past, is in many respects the most wonderful in London. Here a representative of *The Daily Telegraph* yesterday listened to a wireless telephonic message, which could be clearly heard. True, it came only from the terminal aerodrome at Hounslow, but to the uninitiated, amidst these mysterious wave meters, transmitting valves, and amplifier meters, with little twinkling electric lights, the experience was fascinating. Paris, Brussels, Nauen (Berlin)—all the storm centres, political and meteorological of Europe are in constant touch by wireless with this little nest among the stars. The courteous explanations of Colonel Blandy, who is in control of the communications, and Major Hamilton, in charge of the wireless, are interrupted by a monotonous sound, like the crying of sea-birds in the distance. It is the meteorological report from Paris, which the operator takes down industriously in code.

The installation comprises: Two continuous wave transmitters, one of which, possessing a useful wireless range of 400 miles, is employed transmitting all messages to places in the British Isles, and the other, of higher power, with a useful range of approximately 1,500 miles, is employed for communication with Paris, Brussels, Norway, and Holland, and many other places; a sensitive receiving apparatus for continuous wave and spark telegraphy; and a wireless telephony receiver, which is used for the interception of messages passed between the Civil Aviation stations at Hounslow and Lympne on the London-Paris-Brussels routes, and between aircraft in flight.

From the Air Ministry in Kingway a scheme of communication has been organised to serve the Meteorological Office—now centred under the Controller-General of Civil Aviation—the great value of wireless telephony to aviation lying primarily in the rapid collection and circulation of meteorological information. From here also a large number of messages on matters concerning the Royal Air Force and the business of civil aviation are also handled. Three times a day meteorological reports are transmitted by wireless over a radius of a thousand miles and picked up and re-transmitted for the use of airmen in the different localities concerned. This is, of course, quite apart from the wireless messages sent out by the Admiralty for the use of ships at sea. Meteorological reports are received from stations in all European countries, and there is constant communication with Paris and Brussels on matters concerning civil aviation.

LEAP YEAR WOOINGS.**LAW AND LEGENDS OF THE LADY'S PRIVILEGE.**

There are things you hear about but never see done—such as saying "Nice pudding, please," when someone says "Will you have Burgundy or the pudding?"—and a proposal of marriage in leap year comes into the list. Everyone knows that a year which divided by four leaves nothing over, is an exceptional year, and a year in which women may propose marriage. But has anyone ever known a woman to confess that she was the wooer, or a man that he was the wooed? asks E. R. in the *Daily Chronicle*. Like having sensible pockets, women dream of it but never do it.

The stack of books over which I should have to climb if I were summoned to the Palace to be knighted to-morrow, represents a little effort to track down the origin of the custom. It takes one far back into the dim past. Do listen to this one—

St. Patrick was one day walking beside Lough Neagh when he met St. Bridget in tears, and was told that a mummy had broken out in the nursery over which she presided, the ladies—who, one presumes, had not taken yows of gibberly—claiming the right to "pop the question." St. Patrick said he would concede the right every seventh year, but St. Bridget besought him to make it one year in four. "I will," replied St. Patrick, "and I'll give ye leap year, the longest of the lot."

Unfortunately the late Mr. Brewer, to whom I am indebted for this, adds a footnote: "The story told above is of no historical value." But we are on a sure ground in considering Scotland's claim, for in 1283 a law was enacted that "during the reign of his majesty's Majesty, for ilk year known as leys yairs, ilk maiden lady shall have liberty to bespeak ye man she likes. If he refuses to take her to be his lawful wife, he shall be mulcted in ye sum ane pund or less, except he can mak it appear that he is betrothit to another woman. He shall then be free."

This would make the permission appear to be a compliment to Margaret, the Fair Maid of Norway, granddaughter of Alexander III. of Scotland, who only nominally reigned, as she died on her passage to Scotland in 1290.

A similar law was passed in France some years later, and in the fifteenth century the custom was legalised in Genoa and Florence, so it was evidently taken very seriously at one time. But that only brings us back to the original question—Does anyone take it seriously to-day?

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CHOCOLATES
Plain Swiss Vanilla Caramels
Home-Made Assorted Chocolates
Gibson's Mocha and Caramel
Caramels "Fruit"
Assorted Caramels
Special Creams—40 per box
Caramels Assorted Creams—50 per box

TANG YUK, Designer,
the late SUN YING,
14, D'Almeida Street.
TERMS VERY MODERATE.

FRENCH LESSONS

G. ROUSSEAU
11, International Street.

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Broker and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. S. C. 4th & 5th Editions.
A. 1. Telegraphic Code.

Telegraphic Address
"METRO" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction.

(FOR ACCOUNT OF THE CONCERNED),

ON

SATURDAY,

March 13, 1920, at 10.30 a.m.,

at their Sales Rooms, No. 8,

Des Voeux Road, Corner of

Ice House Street.

One "Excelsior Motor Cycle"

with 17 H.P. cylinder, complete with

motor, lamp, horn, etc.,

running in best class running order.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 10, 1920.

(FOR ACCOUNT OF THE CONCERNED),

ON

SATURDAY,

March 13, 1920, at 10.30 a.m.,

at their Sales Rooms, No. 8,

Des Voeux Road, Corner of

Ice House Street.

A Large Quantity of

Dinner Crockery

and Glass Ware,

consisting of:

DINNER SERVICES: Blue and

Gold, White, Pink, &c.

GLASS WARE: Champagne and

Green, Book Glasses, Tumblers and

Sauces.

Also

Baby Carriages, Ice Cream Freezers,

and

Carpet Squares, Linoleum, &c.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 10, 1920.

(FOR ACCOUNT OF THE CONCERNED),

ON

SATURDAY,

March 13, 1920, at 11 a.m.,

at their Sales Rooms, No. 8,

Des Voeux Road, Corner of

Ice House Street.

A number of lots of

CUTLERY AND E.P. WARE

consisting of

Knives, Forks, Spoons, Sauce Boats,

Toast Racks, Cruets, Vegetable Dishes,

&c., &c.

Also

8 Cases Smoking Tobacco in small tins,

and

A quantity of Furniture, &c., &c.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 6, 1920.

(FOR ACCOUNT OF THE CONCERNED),

ON

TUESDAY,

March 16, 1920, commencing

at 2.30 p.m., at their Sales Rooms,

No. 8, Des Voeux Road, Corner of

Ice House Street.

TRUNKS AND BLACKWOOD FURNI-

TURE, BRASS AND BRASS-MOUNTED

BEDSTEADS, TEAKWOOD TWIN

BEDSTEADS, CARPETS, &c., &c.

comprising:

Chamberfield sofas, Arm-chairs (new),

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "MAQUAN" voy 1 West.

From SEATTLE via JAPAN.

THE above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their cargo is being landed at their risk into the Godowns and or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godowns Co., Ltd., Kowloon, and stored at Consignee's risk.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on 16th instant at 10.00 a.m.

All claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after 16th instant will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

FRANK WATERHOUSE & CO.

As Operators, U.S. Shipping Board.

3rd Floor, Hotel Mansions.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamer

"SWAZI"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Hazardous and/or extra-hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after 12th March, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before March 20th, 1920, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesday & Fridays between the hours of 10.45 a.m. and noon, within the free storage period.

No Fire Insurance will be effected.

THE BANK LINE, LIMITED.

General Agents.

Hongkong, March 8, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction.

(FOR ACCOUNT OF THE CONCERNED),

ON

TUESDAY,

March 16, 1920, commencing at 2.30

p.m., at their Sales Rooms, No. 8,

Des Voeux Road, Corner of

Ice House Street.

A Small Consignment of

HOUSEHOLD LINENS, &c.,

comprising:

Turkish Towels, Bath Towels, Bath

Sheets, Double Bed Sheets, Bathing

and Drawnwork Bedspreads, Table

Covers, Crochet and Drawnwork Doilies.

Also

A few lots of Brass Jardinieres, Large

Kinkon Vases, Japanese Vases.

Two Travelling bags and Suit Cases.

(All new goods and in small lots).

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 10, 1920.

G. R.

THE Undersigned have received instructions to sell by Public Auction.

ON

WEDNESDAY.

The 17th March, 1920, at 10.30 a.m.,

at the Army Ordnance Department

Queen's Road, East.

The following

GOVERNMENT STORES AT THE

ARSENAL YARD:

2 Typewriting machines, Brass, Lead,

Zinc, Steel, Wrought and Galvanized

iron, Leather, Ground Sheet, Tanned

and Plain Canvas, Rope, Old Wood,

Iron Drums, Cylinders, Paint Kegs,

Packing Cases, etc., etc.

Catalogues can be had at the Ordnance

Office or from the Auctioneers.

Terms of Sale:—Cash on delivery. All

faults and errors of description at

Purchasers' risk, on fall of the hammer.

All lots to be cleared within 4 days.

HUGHES & HOUGH,

Auctioneers.

Hongkong.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, ST. PREPAID.
Each additional 5 words 4 Cents.

WANTED.

WANTED.—FURNISHED HOUSE or FLAT, on one of the higher levels or on the Peak, by Married couple. Letters C/O "CHINA MAIL."

WANTED.—Thoroughly experienced Accountant required by European Firm immediately. Suitable man with good qualifications may expect corresponding remuneration. Apply Box 1176 C/O "CHINA MAIL."

TO LET.

TO LET.—A GODOWN at Yau-mai. Apply to The Hongkong Land Reclamation Ltd.

FOR SALE.

FOR SALE.—One Sulzer Diesel Engine 300 H.P. direct coupled to a 200 K.W. Alternator. Full Specification can be obtained at the office of the Hongkong Electric Co. Ltd., St. George's Buildings. The Plant can be inspected at the Company's Works, Wing Fung Street, Wanchai. The Company are prepared to accept an offer for Engine without the Alternator.

TO LET.

TO LET.—A SHOP in Nathan Road, Kowloon. Apply to Humphreys Estate & Finance Co., Ltd., Alexandra Buildings.

HATS! HATS!! HATS!!! LA FAVORITE.

— JUST RECEIVED

A LARGE ASSORTMENT OF
LADIES' EXQUISITE SUMMER HATS
of the latest Parisian Styles and Colours.

CALL AND INSPECT THEM.

9, BEAconsFIELD ARCADE

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883
MANUFACTURERS OF

PURE Manila ROPE

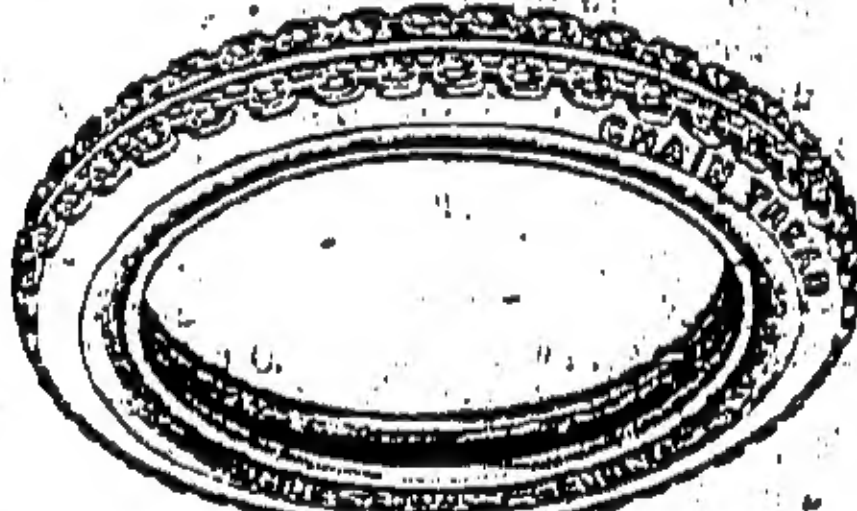
STRAND 3" to 16" CIRCUMFERENCE.
CABLE Laid 5" to 16" CIRCUMFERENCE.
4 STRAND 8" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, samples and full particulars will be forwarded on application to:
Shewan, Tomes & Co., General Managers

TYRES

TYRES



TYRES

TYRES

On account of recent large arrivals at favourable exchange we are able to offer the well-known
U.S. CHAIN TYRES at great reduced rates from
1st February as follows:—

TYRES	TUBES	TYRES	TUBES
M.S. \$	M.S. \$	M.S. \$	M.S. \$
28 x 3	22.10	34 x 4	74.30
30 x 3	24.25	35 x 4	80.00
30 x 3 1/2	31.50	35 x 4 1/2	75.50
31 x 4	49.70	36 x 4 1/2	76.60
32 x 3 1/2	38.40	765 x 105	47.35
32 x 4	50.80	815 x 105	49.45
33 x 4	53.20	880 x 120	68.90
34 x 4	54.40		17.15

Subject to change without notice.

Confidential Discount for quantities upon application.

ANDERSEN, MEYER & CO., LTD.

HONGKONG:

QUEEN'S ROAD CENTRAL.

Tel. 1990 & 1991.



CANTON:

MISSION BUILDING.

Tel. 3197.

MUMEYA

Japanese Photographers.

All kinds of Photographs Work done in latest styles also Passport Photos.

Developing and Printing for Amateur & Specialty.

No. 44, Queen's Road Central.

Tel. 254.

TAIYO & CO.

JAPANESE

BOOTS AND SHOES

MADE TO ORDER

No. 24, Wing Lok St.

INTIMATIONS.

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, 16th March, 1920, to WEDNESDAY, 14th April, 1920, both days inclusive.

By Order of the Board of Directors.

W. E. ROBERTS,

Secretary.

Hongkong, March 8, 1920.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

THE Consumers of the Company will be notified individually if their fans are not suitable for the current supplied during next Summer and they are requested to take no notice of advertisements to the contrary issued by any other persons than the Hongkong Electric Co., Ltd.

GIBB, LIVINGSTON & CO.

Hongkong, March 10, 1920.

THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Buildings, Chater Road, Victoria on THURSDAY, the 18th March, 1920, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1919, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY the 13th March, 1920, until THURSDAY the 18th March, 1920, both days inclusive.

SEWAN, TOMES & CO.,

General Managers.

Hongkong, March 8, 1920.

THE GREEN ISLAND CEMENT CO., LTD.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Office of the Company, St. George's Buildings, Chater Road, Victoria, Hongkong, on SATURDAY, the 20th day of March, 1920, at 11.30 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1919 and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY the 11th March, 1920, until SATURDAY, the 20th March, 1920, both days inclusive.

By Order of the

BOARD OF DIRECTORS.

Hongkong, March 8, 1920.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE FORTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on WEDNESDAY, the 24th instant, at 11.30 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to 24th March, both days inclusive.

JARDINE, MATHESSON & Co., Ltd.,

General Agents.

Hongkong, March 5, 1920.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the General Agents, Pedder's Street, on WEDNESDAY, the 24th instant, at 11.30 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1919, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY the 20th March, 1920, until SAT

ROBERT PORTER & SON'S BULL DOG BRAND GUINNESS' STOUT

PINTS per case of 8 dozen \$30.
per dozen \$3 80
SPLITS per case of 12 dozen \$32.
per dozen \$2 75

SOLE AGENTS—
A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.
TEL. 616.

Wm. **Powell** Ltd.
TELEPHONE 346

JUST RECEIVED
**SPRING
HATS**
Semi-trimmed Straws.

INSPECTION INVITED.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"
HONGKONG, FRIDAY, MARCH 12, 1920.

JOY OF FOLLY.

When we read Tom MacInnes' volume of poems, "The Fool of Joy," and reviewed it in this column, we took the liberty of suggesting that "The Joy of Folly" would have suited better the polarity of its treatment. There were, as we indicated, vibrations by the needle of his inspiration, but generally speaking his genius pointed to this as the true north of his literary leaning, that there is pure joy in pure folly as the sober world uses the word, and that the Fool of Joy is not such a fool as he looks. Fools were the precursors of the tyrants past, and they may well be in the midst of the modern madness the exemplars of the wisdom of to-morrow. Even transitionally, with gory bolshevism piled on callous profiteering, and with venal politics on the larger lunacy, it is still better far to laugh than cry. Had the spiritual home of the Teutonic reader been in Eupenspiegel rather than in the superhuman nonsense of Gohenean, how different had been the issue of the last lastrum or two. A story by W. W. Jacobs would better nourish British patriotism than many leaderettes in the Daily Mail. Punch in his utmost puerility is more wholesome politically than the Primrose League. Your Chicots and Yoncks and Dagonets and Merry Andrews must be wise men all, shrewd as Archie the fool of James I, that was to be hanged for a sheep, and had a reprieve till he had read his Bible through for his soul's weal. (See "The Fortunes of Nigel," by Walter the Scot.) The *limbus fatuorum* is no purgatory: the joy of folly may be a Fool's Paradise: so long as it is a paradise, where's the hell of it? We have digged in this mine before, and must not overdo it; but when we think of the uses of men like Gelett Burgess, Robert J. Burdette, Orpheus C. Kerr, and all their joyous company, in hard-headed America, and of the paucity of wise fools on our side, it is a temptation to go a-missionary, pentagonally preaching not only the joy but also the wisdom of some well-considered foolishness. However, the immediate occasion of these musings is the receipt from Tom MacInnes of the following poem, in acknowledgment, he kindly says, of our tribute to his published work. Let us,

therefore, we provide first introducing you properly. Zalinka—the Reader. The Reader—
ZALINKA.
[By Tom MacInnes.]

1
Last night, in a land of triangles,
I lay in a cubicle where
A girl in pajamas and bangles
Slept with her hands in my hair.

2
I wondered if either or neither
Of us were properly there,
Being subject to queer aberrations—
Astral and thin aberrations—
Which leave me no base to compare
No adequate base to compare:
But her hands, with their wristful
Of bangles,
Were certainly fast in my hair,
While the moon made pullid equations
Thro' a delicate window there.

3
I was glad that she slept, for I
Never
Can tell what the finish will be!
What enamoured nocturnal endea-
your
May end in the killing of me:
But, in the moonlit obscurity
Of that silken, somniferous lair,
Like a poet consumed with a far
lust
Of things unapproachably fair
I fancied her body of star dust—
Pound of spices and star dust—
Out of the opulent air!

4
Then the moon with its pale
liquidations
Fell across her in argentine bars,
And I thought: "This is fine, but
Too-morrow—
What out of Dawn's cold scimitars
Will sever my hold on this crea-
ture—
I mean of this creature on me?
Aporous creature of exquisite
aura—
Marvel of dark glomorie!

5
What joy of folly then followed
Is beyond my expression in
rhyme:
And I do not expect you to take me
When I speak of expansions of
time:
Of reaching and zooming serenely
As it were at right angles to
time:
Knowing well you may think, on
your level,
This was only a dream indis-
cret,
Or experience quite indiscret,
But it's little I care, in this in-
stance,
What you do or do not think dis-
cret!

O utterance futile but sweet!
Like a parrot I pause and repeat,
In delight of my own, and for
nothing,
To myself I repeat and repeat:
Last night, in a land of triangles,
I lay in a cubicle where
A girl in pajamas and bangles
Slept with her hands in my hair!

ADVERSARIA.

Mr. Harper will lend
you for twenty cents
Jerome K. Jerome's
new novel, "All
Roads lead to Calvary." Here is
a quotation: "Power derived from
worldly sources can only be em-
ployed for worldly purposes. The
power conferred by popularity, by
wealth, by that ability to make use
of other men that we call organiza-
tion—sooner or later, the man who
wields that power becomes the
Devil's servant. So long as King-
ship was merely a force struggling
against anarchy, it was a holy weapon.
As it grew in power, so it
degenerated into an instrument of
tyranny. The Church, so long as
it remained a scattered body of
neek, lowly men, did the Lord's
work. Enthroned at Rome, it
thundered its edicts against human
thought. The Press is in danger
of following precisely the same history.
When it wrote in fear of the
pillory and the jail, it fought for
Liberty. Now it has become the
Fourth Estate, it fawns at the feet
of Mammon." The business of
the journalist is to destroy the
truth, to lie, to pervert, to vilify,
to fawn at the feet of Mammon, to
sell his soul for his daily bread.
We are the tools and vassals of rich
men behind the scenes. We are
the jumping jacks: they pull the
strings and we dance.

There is a most in-
teresting story, in
quite another book,
of a Man who appear-
ed before a Roman magistrate, and
told him: "To this end was I born,
and for this cause came I into the
world, that I should bear witness
unto the truth." Now Pilate was
not a newspaper proprietor, so he
found no fault in him.

In olden times, the
fools, Panjandrums kept fools,
or "innocents," as they
were happily called. To the criticisms
of these innocents it was cus-
tomary that even a tyrant should
listen. Bitter truth-sugared with
humour, and sometimes the medicine
worked. The only possible way to
teach in these days is to play the
fool. See to-day's almost intelli-
gent editorial.

Some of these
REFORMERS, people would per-
suade others to
provide rain-proofs for ducks; and
warn pigs of the dangers of gar-
bage; they make as much noise as
a clucking hen on a keramic egg,
and hatch no more.

Major Wimperis con-
sidered that flying
STUNTS, machines may yet ex-
ceed 188 miles an hour.
"If," he argues, "we increase our
speed to 600 miles an hour—the
speed of the earth—the sun will
appear to stand still in the sky;
and if we go faster and start on
Monday we shall find ourselves
back at the previous Sunday." So
Wells' "Time Machine" was not
so wildly fantastic after all. It is
only necessary for an aviator of 30
to go fast enough round and round
the world, in the right direction,
to find himself in the year 1890
again, a-pulling babe. But who
then will handle the machine? He
had better take a nurse of 60 with
him.

To encourage others,
a correspondent sign-
ing himself "A.M.,"
has written to *The Times* announc-
ing his intention to hand over for
cancellation £120,000 worth of the
Funding Loan, this representing
20 per cent. of his fortune—the
fruit of over 60 years' unremitting
industry. A heavy calculation
shows that he will have £480,000
left, which, divided by 60, repre-
sents £8,000 per annum pay for his
unremitting industry. "Not bad."
What was he? A coal-miner, or a
railway-worker? Certainly not a
newspaperman. They never give
anything back.

Winston Churchill,
alarmed by by-
GOVERNMENT, election results,
wrote in a Sunday
paper an article meant to show that
Labour men could not form a
government that would be of any
use. That naturally provoked re-
plies, and *The Times* of Jan. 16
says "the Labour leaders had
by no means the worst of the argu-
ment." Whatever we are coming to?
Even the Lord Chancellor,
whom the Coalition made, says the
Coalition is doomed. He wants a
new Party to oppose Labour.
That's like the Kaiser appointing
new generals to win the war for
him. The Kaiser now murmurs
"Amertongen" (I am a wrong un).
Winston and the Lord Chancellor
may repeat it.

"Show rooms in-
side," said a print-
er, "and card in a store
window in Pedder
Street, and 'show me your rooms'
said a party distracted by a rain
search for lodgings. The housing
question once more.

This is the medical
term for lapse of
memory, especially
where the forgetfulness covers a
marked period of a man's life. It
is said to have been frequently a
sequel of shell-shock in the war.
It is lately growing more marked
in the Adversarian, who for two
days has been tortured (the word
is deliberately selected) by inability
to recall the name of an essayist-
journalist who wrote on scientific
subjects, especially ethnology. He
had white hair and a black mous-
tache, and was a contemporary of
R.L.S., Grant Allen, etc. What
was his name? By the way, the
word amnesia is only another form
of amnesia, which the King has
proclaimed toward the Germans.
His "loyal" subjects throughout
the empire are not showing much
forgetfulness, though, are they?

Half a column of
to the moon, solemn discussion
in *The Times*
about an American professor's
scheme to send a rocket to the
moon suggests the need for em-
phasising that the joyous folly of a
Fool of Joy is quite other than the
serious foolishness and foolish seri-
ousness that overlays journalism to-
day. This famous journal now
makes a feature of "news in pic-
tures," instead of giving us pic-
tures in the news. But it does
publish a letter every day from the
admirable Admiral Fisher. Here's
a taste of one: "A threat to dissolve
Parliament makes its recalcitrant
members feed out of the Prime
Minister's hand. Did not some
hundreds of them send a telegram
to Paris? They don't represent the
masses of this nation. It's the
blindest, richest, effete House of
Commons we ever had.

The over-night news
THE NEWS, is for the most part
rather boring, don't
you think? The Swedish and
Portuguese Cabinets have resigned.
Others will succeed them, so who
cares? America will trade with the
Soviet without recognizing that
there is a Soviet. The Allies are
doing the same clever thing. It
does not excite us. The *Telegraph*
talks of a "grave situation" in
Turkey and of Allied troops occupy-
ing Constantinople, while it is
officially stated that there is
probably no need to send troops
from England there. These things
are all obvious guesses, and they
irritate. There is a little more de-
lightfulness in the message about the
Indian Muslims' resolution to
sever connection with the
British government and to boycott
pigeons if their wishes regard-
ing Turkey are not respected, but
even that is probably "hot air."
A dreary lot of items. Ah! Here
is one that has human interest.
Prince Joachim of Prussia insults
two French officers in hotel, and
throws champagne bottles at them,
and gets chucked out by the staff.
Good! Noske has ordered Joachim
arrested. An intelligent jailer
would shorten, sweeten, and sim-
ply matters by cutting this prince-
pig's throat. We are not an-
noyed at him for his rudeness to
the French officers, but for his
cheek in pretending that he counts
any more in Germany.

OUR LOCAL POETS.

BAG OF MYSTERY.

Sausage well-spiced! When viewed
at hazy morn,
With greasy skin agape, and shown
inside
The luscious meat that once was
Trotsky's pride
What were a breakfast refit of these,
forlorn?
For eggs and bacon must be dubbed
outworn.
You conquer appetite that else had
died,
And tempt these avid lips to open
wide
To taste such raptures as are yet
unborn
In poetry's rapturous realm; and so
Soft slithering o'er the tongue, it
downward slips
Soothing as dew from summer morn-
ing sky,
Fragrant as any spicy winds that blow,
The magic of hot pig is on my lips,
The pigishness of magic in my eye.
—THE ADVERSARIAN.

A FAMILY NECESSITY.

Every family should be provided
with Chamberlain's Pain Balm at
all times. Sprains may be cured in
a few minutes when promptly treated.
Lame boys, lame horses, pains in the
side and chest, and rheumatic pains are
some of the diseases for which it is es-
pecially valuable. Try this liniment and
be convinced of its merits. It is a
household necessity, and you will never
be without it. For sale by all Chemists and Store-
keepers.

LOCAL AND GENERAL.

To-day's dollar is worth 4s. 11½d.

Cargo by the "Swazi," becomes
subject to rent if undelivered after
today.

Notifiable disease has dwindled
to one case of cerebro-spinal fever on
each of the last two days.

Consignees of cargo by the "Van
Waerwijck," are reminded that goods
remaining undelivered after to-day
are subject to rent.

Charged before Mr. N. L. Smith
this morning, with the unlawful
possession of 42 *piu* lottery tickets,
an elderly Chinese was remanded for
a week. Bail was allowed in the
sum of \$150.

When charged before Mr. Irving
this morning, with picking the pocket
of a compatriot outside a brothel in
Water Street yesterday, a Chinese
youth pleaded "not guilty." A
Chinese detective said he saw the
defendant put his hand in the com-
plainant's pocket, and extract some-
thing. He grabbed the defendant as
he walked away, and in his hand 30
cents was found. Six weeks.

Ten Chinese were this morning
charged before Mr. Irving with
gambling at No. 249 Queen's Road
East. The first man was further
charged with being the keeper of a
common gaming house. He admitted
gambling, but denied the other
charge. Sgt. Cockle said he was
prepared to accept the plea. All the
other men also admitted gambling.
A fine of \$3, or 7 days each,
was imposed. \$318 found on the mat
was confiscated.

A Chinese was this morning
charged before Mr. N. L. Smith with
harboring an unmarried girl, aged
17. Mr. E. J. Grist who appeared
for the girl's father said both the
complainant and the defendant were
stewards on the same ship. The
defendant, who was admitted in the
complainant's house as a friend,
betrayed the trust placed on him,
and enticed the girl to run away
from home. The case was remanded
until the 18th inst. Bail was fixed
in the sum of \$1,000.

M. M. STEAMER RUNS ASHORE.

MANY VESSELS DELAYED BY FOG.

There has been a heavy fog out-
side Hongkong for the past week
which has greatly delayed many
steamers due to arrive and has also
been the cause of one of the Messa-
geries Maritime steamers going
ashore, viz. the "Commandant Magee."
The bad weather conditions will be
better realised when it is stated
that the Blue Funnel steamers
"Antiochus," "Tyndareus," "Jason"
and "Teenhau," were compelled to
anchor outside, anything from two
to five days. These vessels have
since made the harbour. Many
local steamers have also been delayed.
The "Commandant Magee" left
Hongkong homeward bound (Mar-
seilles), yesterday. At four o'clock
a wireless message was received
stating that the vessel had struck a
rock 20 miles from Hongkong, near
Salmon. Later, another message
was received stating that the pos-
ition of the vessel was 22.02 lat.,
114.01 long. A tug from the Tai-
koo Dock has been sent out, but up
to 11 o'clock no further news had been
received.

The "Commandant Magee" car-
ried no passengers. She had a gen-
eral cargo and was from Japan and
Shanghai.

ELECTRIC FITTINGS WRONG.

Mr. A. H. Crew appeared before
Mr. N. L. Smith this morning to
defend the "Bon Ton" Company,
who are summoned by the Hongkong
Electric Co. for having an excess of
lights on their premises.

Counsel said the offence was a
technical one. The contractor who
did the fitting was really to blame.
His clients thought that the con-
tractor had got the necessary permit
before doing the fitting.

Mr. Bannerman said it was a
dangerous installation, especially in
view of the fact that the firm's staff
consisted of 50 people. There were
no fewer than 35 lights on the
premises—nine on the ground floor.
He did not know what material the
wires were made of, but they were
very flexible and dangerous. This
kind of wiring was not allowed to be
used in contact with iron.
A fine of \$50 was imposed.

CRICKET.

C.R.C. v. R.E. & I.A.

In the above match to-morrow,
the following will represent the
C.R.C. on home ground—Ng See
Kwong (Capt.), H. Ching, Un Heu
Fan, J. Wong, Geo. Lee, Shin Man
Ping, Lo Man Fui, Ho Wing Kin,
Choi Man Ping, Wei Lee Son and
Wong Kwok Kwong.

JUVENILE MUSIC.

PROFESSOR DANENBERG'S ANNUAL REGITAL.

The sixth annual pupils' concert was
given by Professor Danenberg last
night, assisted by Mrs. H. A. Jones.
"Bella Soree" reports it for the
China Mail. She writes:

We gathered in the big hall of the
City Hall, in respectable numbers.
The only empty chairs were two that
were broken. The young buds of the
shrub of genius had a sympathetic
audience. We marked the fruit of
much patient study and teaching.

Miss Elfrida Osmund and the Pro-
fessor played the overture—a piano
duet. Good music to begin—Weber's
"Freischütz." Then one of the
youngest pupils, Miss Eileen Lam-
mert, with a light touch, played two
Forest Fantasies by Carroll. Master
George Bond followed with Poldini's
valse, "Sylphes." He kept beauti-
ful time, and I liked his poise. A
pretty little brunette, Miss Alda
Teixeira, gave us a Mexican Serenade
and "The Dancers" by Lemont. Both
melodies were very pretty. If I told
you that all of Professor Danenberg's
pupils, from the youngest to the most
expert, played their pieces by heart,
would you not agree with me that
they have developed a very musical
ear?

Very quietly and without striving
for effect did Miss Kathleen Heron
render for us three Sea-Idylls by Car-
roll. Her technique was excellent,
but we wish there had been a little
more expression in her song "To a
Wild Rose." Was it shyness or lack
of feeling? Perhaps both; the day
some of those very brilliant performers
will let themselves go, we think they
will develop into real artists.

Miss Marjorie Stewart played very
daintily "A word of love" and a
Minuet by Schütz. The star soloist of
the first part of the programme was
Miss Marie Lobato, and indeed her
Woodland Sketches were appreciated
by all.

The second part was opened by the
Professor's niece, Miss Elsa Alves of
Yamaiti, whom we had already heard
at Mrs. Basil Taylor's. She played
with a brio which was very much ap-
plauded; her "Butterflies" were fly-
ing around from flower to flower. I
loved the sweet melody of Lack's
Madrigal, but I think *Bre'er Rabbit*
would have gained in quality if it had
hopped about more lightly.

At this part of the performance
Mrs. H. A. Jones stepped in (or up)
with two songs: "Se Saran Rose" by
Arditi, one of Melba's favourites
encores, and *Happy Song*. I liked
her picture-hat as much as her sing-
ing, and they both seemed to please
the audience as well.

Miss May Choy gave a very good
rendering of "Home Sweet Home,"
a Fantasy by Thalberg. We see that
the Oriental mind can vibrate in sym-
pathy with Western thought, at times.
The Misses May Fincher and Ed-
wina Rodgers made a pretty pendant
in pink and light blue as they played
on two pianos very melodious varia-
tions by Sinding.

When Miss Elfrida Osmund, a
slender figure in red, began to attack
the first chords of the "Convent" to
imitate the morning bells, you should
have seen the excitement of the Chi-
nese damsels in the audience! They
thought that Borodine had been in-
spired by the sounds of the native
gong. The *Skyark* by Balakirev-
Glinka, also rendered by Miss
Osmund, appealed to us all; it soared
full of feeling and melody. Here ap-
peared Miss Winifred Robinson in
white, to play the "Narcissus" by
Nevin and a fascinating Irish Lullaby
"Lullalu." Professor Danenberg and
Miss Lilian Chenailoy performed the
valise of the "Wedding Cake" in
which there was joy and merriment,
as well befitting its title.

We must congratulate Miss Marie
Souza for the brio, technique and
agility she displayed in Liszt's Rha-
pody. We followed with enthusiasm
the Hungarian riders galloping in the
Danube plain putting to flight innocent
groups of ducks. Liszt is not an
easy composer to interpret; he was
very proud of his unusual virtuosity,
and delighted in the difficulties he
sowed in every page of his. Did he
not once place a note that nobody
could play and that had to be attacked
with the nose?

Yesterday, I saw Spring on the
platform. A pretty display of youth-
ful figures in tender pinks and blues,
in white and red, the latest hats from
our elegantest shops, frills in baptis-
tes and volles.

I don't think the masculine part of
the audience disliked that. Some, I
am told, are more partial to pretty
frocks than to torrents of harmony.
Taste and sight, psychologists teach
us, are the first senses that develop
in infants, and are not men nothing
but grown-up children?

P.S.—The programme will be re-
peated next Wednesday, 17th, at 5.30
sharp, with an entrance fee of \$1.00.

CORRESPONDENCE.

THE CHINESE CALENDAR.

[To the Editor of the "China Mail."]

Sir,—Your editorial of yesterday
has touched upon a much discussed
point—the abolition or the retention
of the old Chinese Calendar. Not
having seen the original article in the
Far Eastern Political Science Review,
I cannot exactly say what the writer
thereof means by saying that the old
Chinese Calendar helps one to choose
auspicious days for all one's move-
ments. This writer seems to be con-
founding the old Chinese Calendar
with the Almanack—Tung Shing—
issued every year and procurable from
every bookseller at from 10 to 20
cents a copy. This Tung Shing is
reputed to be the yearly work of
Cheung Tin Shi—the Tavis Astro-
nomer Royal living at Lung Fu Shan
in Kiangsi.

I quite agree with you that there
is no trouble in adopting the European
Calendar and letting the Astronomer
Royal appoint days auspicious and
inauspicious for people to take wives,
etc. In fact, the Tung Shing now
also gives the Solar as well as the
Lunar dates side by side. From a
Political and Commercial point of
view, there is no doubt that the change
—the adoption of the Solar or Euro-
pean way of reckoning date is better,
but the trouble lies with the farmers,
and the people in general.

Accustomed for generations to
reckon their sowing and reaping time
according to the Lunar dates—the old
Calendar—and being most conserva-
tive and unwilling to change the ways
of their forefathers, it is not an easy
matter to make them accept the
change. Moreover, the Republican
Government has not inspired them with
that confidence which would guaran-
tee their adoption of everything recom-
mended by it. For what does the
Republican Government of China
mean to the farmers and people in
the interior, but an increase of bri-
gandage and lawlessness?

To the general people the adoption
of the new Calendar presents another
difficulty—religious. If the new
Calendar is adopted, there must be a
complete change as regards the feasts
of the gods.

These are, I think, the two prin-
cipal points which prevent this con-
servative people from changing even
in their way of reckoning days. The
Chinese people will come to accept
the change, but not before many years
run by, and foremost, not before peace
reigns in this hapless land.—Yours,
etc.,

JOHN KESTREL.

ISN'T IT TIME TO BE REASONABLE?

THIS SMELLS OF RED TAPE.

The manager of Wo Ping Theatre
was this morning charged before Mr.
N. L. Smith with unlawfully allow-
ing his actors to sleep in the theatre.
Mr. Agassiz, who appeared for the
defence, said that since the last pre-
secution against his client, he had
secured accommodation for 52 persons
outside the theatre. It was physically
impossible for his client to do more,
in view of the present shortage of
houses. They had done their best,
and cannot do more. Surely,
the P.W.D. did not expect the people to
sleep on the Praya? His client had
gone so far as to apply to the P.W.D.
for permission to make some rooms
in the theatre for the accommodation
of the actors, and what was the re-
sult? They were forbidden to do any-
thing of the sort. He did not know
why the P.W.D. and the Police should
be "down on" his client. The other
theatres could accommodate their
actors on the premises, why not his
client's theatre?

Mr. Edwards of the P.W.D. ex-
plained that the other theatres were
in existence before the new ordinance
came into force, and the ordinance did
not touch them. The defendant's
theatre was built after the ordinance
came into force, and therefore came
within the provision of the ordinance.

His Worship asked if there was any
difference in the construction of the
buildings.

Mr. Agassiz: Only that my client's
theatre is much better, and is built on
modern lines.

A fine of \$25 was imposed.

HONGKONG VOLUNTEER CORPS.

Orders for Cadet Company by
Lieut. A. O. Brawn.

STRENGTH.

Cadet L. T. Chreider joined on
March 6, 1920, and is posted to
Section 2.

PARADES.

All Sections, Band and instructors
at Headquarters on Monday, 19th
instant, at 5.15 p.m.

N.C.O.s and instructors on Thurs-
day, 18th instant, at 5.15 p.m.

G. R. STEWART, Captain,
Adjutant, H.K. Volunteer Corps,
Hongkong, March 12, 1920.

DESPONDENCY DUE TO CONSTIPATION.

WOMEN often become nervous and
despondent when this is due
to constipation. It is easily corrected by
taking an occasional dose of Chamber-
lain's Tablets. These tablets are easy to
take and pleasant in effect. For sale by
all Chemists and Storekeepers.

MINERAL WEALTH OR THE EMPIRE.

A movement which some observers qualified to speak with authority regard as destined to play an unequalled part in developing Imperial mineral resources has come into being during the last two years. Owing to the eventful period of its birth, the operations of the Imperial Mineral Resources Bureau have attracted less notice than their importance and rapid growth warrant, although they are a direct outcome of the Imperial War Conference of 1917. The central idea which inspired the formation of the bureau was that while the mineral resources of the Empire are sufficient to supply all the raw material it needs, machinery for co-ordinating and controlling their development was wanting.

Sir Richard Redmayne, who is Chairman of the board of governors and represents the United Kingdom on the board, gave a representative of the Times an account of the origin and objects of the bureau. He explained that, at the Imperial War Conference in 1917 it was agreed that it was desirable to take steps to set up such a bureau, which should be charged with the duties of collecting information from the appropriate departments of the Governments concerned, and from other sources, regarding the mineral resources and metal requirements of the Empire; and of advising from time to time what action, if any, might appear to be desirable to enable such resources to be developed and made available to meet requirements.

The composition of the bureau was completed at the end of July, 1918, and the governors number 14. There are five Dominion representatives, one representative of India, one nominated by the Secretary for the Colonies, and six members, eminent in different branches of mining and metallurgy, appointed by the Lord President of the Council. Earl Curzon, who occupied that office during the formation of the bureau, is its president. The bureau was incorporated by Royal Charter last June.

THE COST OF INVESTIGATION. There are four standing committees of the governors, dealing respectively with intelligence and publications; research and development; general purposes and finance; and legal matters. The offices of the bureau are at 2, Queen Anne's Gate Buildings, Westminster, where an expert and secretarial staff is constantly at work. The cost of running the bureau is met out of the allowance of £10,000 per annum contributed by the British Government and by contributions from the Dominion Governments and India, which it is expected will amount to another £10,000 per annum.

While the finances of the bureau are run on cautious lines, a maximum cannot easily be put to its expenditure, which may be affected by unexpected demands from any part of the Empire. But £20,000 per annum is the estimate arrived at by the governors of probable requirements for three or four years.

CO-ORDINATION NEEDED. "An immense amount of valuable work is being done throughout the Empire," Sir Richard Redmayne continued, "to obtain information, much of which is practically inaccessible in quarters where it is most needed. Government Departments are often at a loss for just this kind of knowledge, and important problems are referred to first one Department and then to another, with unnecessary delay and confusion. The need for the bureau is all the more pressing owing to the wide geographical distribution of the Empire and the distances separating its component parts. The development of the mineral resources of the Empire seems to have taken place in the past without any constructive Imperial policy—it has lacked co-ordination and control. This will soon be a matter of the past, for the bureau will foster and safeguard the Empire's mineral resources and promote the welfare of related industries."

"The Bureau is engaged in an extensive system of classification of the Empire's mineral resources, and is on the eve of publishing in parts a digest of statistical and general information relative thereto and to foreign countries. Considerable leeway has had to be made up owing to many countries having ceased to issue statistics during the war, and an effort is being made by the bureau to fill in the hiatus. The bureau has framed suggestions for a uniform system throughout the Empire of collecting and publishing intelligence regarding mineral resources. It is confidently anticipated that within a very short time it will have been the means of so developing the mineral resources of the Empire that the Dominions, as well as the Mother Country, will not fail to realize that the cost of running the bureau is but as a drop in the bucket compared to the results which it has achieved.—Times.

WORK OF RESEARCH. While watching and encouraging research and carrying out investigations with the object of improving current processes and introducing new ones in order to render productive materials which have hitherto proved refractory, and unprofitable, the bureau, general speaking, does not itself engage in the work of research and development, though it has the power to do so should it be deemed advisable. In regard to development

CROW MAKES OFF WITH A GOLF BALL.

AMUSING INCIDENT ON THE WEST NORFOLK LINKS.

Gold has produced almost as many tall stories as fishing. That truth is just as strange as fiction is shown by a "real incident" in a match over the Royal West Norfolk links at Brancaster, where the Prince of Wales and his brothers were golfing recently.

Colonel E. S. Evans, C.B., had driven his ball towards the seventh hole, when he saw a large grey crow swoop down, pick up the ball, and fly away with it.

Veracity is proved by the added detail that the ball was not recovered. Had the story been a romance of the "nineteenth hole," the crow would assuredly have helped the colonel to do the seventh hole in one.

OTHER FREAKS ON RECORD. Other strange adventures of golf balls in flight which have been credibly chronicled in the past are:—

One killed by long drive by Captain Ferguson at Kilsennie—1904.

One killed by weasel in one afternoon in Border championship at Hawick—1906.

Two fighting weasels killed by one ball at Dollar—1908.

Trout, weighing 2lb., killed by golfer's drive into the Trent at Newark—1907.

of mineral areas, circumstances may render desirable the dispatch of an expert mission to some distant part of the British Empire, or even to a foreign country, but the attitude of the bureau towards research and the development of mineral resources should not be to do the work, but to get it done.

Early in the year a conference of representatives of various Government Departments and of associations interested in mineral resources considered the most effective method of carrying on the important work of intelligence and publications, and research and development. Sixteen technical committees have been set up, the members comprising some of the best known mining and metallurgical experts in the Empire, and these have mapped out an extensive field of work, the accomplishment of which, Sir Richard Redmayne thinks, will have far-reaching results.

The object of the creation of these committees is to secure the closer linking up of the bureau with the respective mineral and metal industries of the Empire. The information which is collected by the bureau will not all be made public, as some of it is of a confidential nature.

THE COLLECTION OF INFORMATION. Incidentally, Sir Richard mentioned, the bureau is engaged in the formation of an index of technical information and the establishment of a working library, and is already daily employed in supplying information to many inquirers. The information is supplied free of charge. Proper precautions are taken against the conveyance of information to rivals to Imperial trade interests. The bureau has for some months been engaged on the preparation of a digest of the mining laws and practice of all parts of the Empire, and of foreign countries, and portions of this work are on the eve of publication.

The Governors have proposed to the Dominions, India, and the Crown Colonies that, where there established in each a highly qualified member of their mining or geological staff to act as a corresponding member of the bureau it would conduce to a still closer connection of the component parts of the Empire. Recently the Union of South Africa and the Government of India each dispatched a technical representative to the United Kingdom to keep in close touch with the bureau. The experiment has met with unqualified success. The bureau has been informed at first hand and in great detail by Major Trevor, Inspector of Mines, Pretoria, the representative of the Union of South Africa, of the most recent mineral developments in the Union, and the bureau has been enabled to further his objects. Mr. Coggin-Brown, an eminent geologist, who has a particularly extensive and detailed knowledge of the mineral resources of Burma, has been loaned to the bureau for a year, and is working at its offices on Indian mineral resources.

Sir Richard pointed out the vast field of usefulness open to the bureau. "It can be truthfully said," he remarked, "that the sphere of its activities is only limited by the extent of its finances. It is confidently anticipated that within a very short time it will have been the means of so developing the mineral resources of the Empire that the Dominions, as well as the Mother Country, will not fail to realize that the cost of running the bureau is but as a drop in the bucket compared to the results which it has achieved.—Times.

MOTOR ACCIDENT.

TWO LADIES INJURED.

A car belonging to M. de Journal, manager of the Hongkong branch of the Banque Industrielle de Chine, collided with one of the tramway standards near the Hongkong Hotel. It appears that two cars belonging to M. de Journal were proceeding to the Hongkong Hotel, the car in the rear containing Madame de Journal and her youngest daughter. The chauffeur noticed that the rear number plate of the first car was loose and likely to drop off, so with the intention of informing the other driver, he put on speed. In endeavouring to draw up level he failed to notice the standard, the car dashing into it and swinging violently round with the force of the impact. Madame de Journal escaped with slight injuries, but her daughter received cuts about the forehead. The driver was unhurt. The car was rather badly knocked about.

SUBSIDIARY SILVER CASE.

Chun Yat Po, the secretary of a Chinese shipping firm, was this morning charged with attempting to export \$140 worth of subsidiary coins.

Mr. Blake who appeared for the defence pleaded "not guilty."

A Chinese detective said he went on board one of the company's boats, which was due to sail for Sheki, at 4.30 a.m., on the 10th inst., to search for contraband. In the compartment department, he found the silver coins. He questioned the comprador who said the company, and not he, was responsible for the money. Witness then had a summons issued against the secretary of the company.

Mr. Blake said his client was not the person who should be charged. The Company's boats ply between here and Sheki. They carried passengers as well as cargo. They admit that the coins were found on board, but there was no proof that they were being taken out of the Colony. The fact was, said counsel, that two consignees of cargo paid their freight money, \$51 and \$45 respectively, in subsidiary coins. The comprador was about to send the money to the firm when the detective came on board and discovered it.

Mr. Smith said the money was undoubtedly going out of the Colony. It was these big firms that have to be looked after, as they export thousands of dollars worth of small coins at a time, whilst the other offenders only export small sums.

Mr. Blake said he would like to call the two consignees who paid the money to the comprador, to give evidence.

After these two witnesses had given evidence, his Worship discharged the defendant, but ordered the money to be changed into notes.

JAPANESE GOODS.

The Department of Agriculture and Commerce in Japan has taken steps to stop the export of manufactures likely to give Japanese goods a bad name. There had been "loud complaints of bad quality due to careless manufacture of some principal export goods," according to a pamphlet issued by the Department, and this new ordinance are the result. Goods which must not now be exported until after official inspection are matches, glassware, enamel-ware, bristles, hosiery (all knitted goods), brushes, celluloid-ware, pencils, and cotton textiles. Trade associations interested in these various manufactures carry out inspections, under the control of the Department. Packages of goods which have passed such an inspection now bear a vermillion stamp, oval, "Passed Inspection Bureau, Japan." Where there is no such official means of supervision to enforce the required inspection, the Prefectural Office may give permits to export, and the sign will be "Permitted" in blue.

FAR EASTERN CABLE NEWS.

[COURTESY OF "DAILY PRESS."] NEGOTIATIONS REGARDING THE FOCHOW AFFAIR.

PEKING, March 11. Official negotiations between China and Japan regarding the Fochow affair have not been opened yet, but an official exchange of views has taken place. It is understood that negotiations will commence shortly simultaneously in Peking and Tokyo.

It is officially stated that the Government does not contemplate entering into direct negotiations with Japan regarding Tientsin, nor daring to disregard public opinion.

The deadlock created by the Anti-Ministry declining to attend Cabinet meetings, hoping thereby to force the Premier to resign, has been ended by the resignation of members of the Cabinet attending the Cabinet, thus constituting a victory for the Premier.

BUX OFF.

We have been informed that the much discussed fight arranged between "Iron" Bux and Pte. Mason, R.M.L.I. (H.M.S. "Hawkins") will not take place after all, owing to the inability of the Boxing Association to find a suitable place to stage the fight, the Theatre Royal being occupied by the Marie Tempest Company. In the absence of any definite arrangement with the Association, Bux leaves for Manila by the "Loongsang" to-day, where he intends to catch the "Tango Maru" on the 27th, for Australia to fulfil several engagements there. The Boxing Association is, we understand, holding a committee meeting this evening, but whatever decision they may come to, will, we fear, be too late to enlist Bux's services.

A MILLIONAIRE WANTED.

ROMANCE OF A NOTED PICTURE BY CORREGGIO.

NATIONAL GALLERY "COPY."

The authenticity of a picture in the National Gallery, which was purchased at Erard's sale in 1832 for £400, was called in question at a law suit in the King's Bench Division recently.

This is the celebrated painting, "The Education of Cupid," by Antonio Allegri da Correggio, of which it is claimed that the National Gallery possession is merely "a rather poor copy."

Mrs. Marion Menzies, of Helensles, Lancaster-road, St. Albans, claimed from Jesse William Landon, High-street, Watford, £1,500 principal, alleged to be due upon five bonds given by the defendant in 1912, under which it was stated that he would sell the picture and pay the plaintiff certain sums out of the purchase money. The defendant having failed to sell the Correggio, the plaintiff claimed for the sum.

MILLIONAIRE ART COLLECTORS. The defendant had spent a considerable sum of money making research into the authenticity of the oil painting, and in writing and illustrating a book, signed proofs of which he intended to send gratis to the millionaire art collectors of the world.

Mr. Wallington, for the defendant, said that, although the opinions differed about matters of this kind, Mr. Landon and the plaintiff and many other people inside and outside the world of art were perfectly well satisfied that Mr. Landon's picture was a genuine one, and that the one in the National Gallery was only a poor copy. His lordship, however, was not being asked to decide this point.

A CURIOUS ACTION. Mr. Justice Bailhache, in giving judgment, described the case as "a curious action arising from bond." It was a sort of romance about an alleged original Correggio, but he had nothing to do with whether or not it was the original.

All that he had to do was to decide whether Mrs. Menzies had a right to sue upon certain bonds.

Mr. Landon wanted money in order to bring this picture to the notice of art collectors. He evidently went to a vast amount of expense, in the matter and wanted money to help him to pay expenses. Mrs. Menzies advanced £1,500 upon five separate bonds for £300 each. The defendant was to pay her £300 on each if the picture were sold in the first year, and if not he was to pay £500 on the sale of the picture.

There was an absolute undertaking to pay the plaintiff £300 at the expiration of two years. At common law the bonds were enforceable, and Mr. Landon must pay. There would be judgment for the plaintiff for £1,500 and costs.

"WALLA WALLA" Launches at Blake Pier. Night and day service.

Trade and Shipping Returns for the Year 1919.

COMPILED by the Statistical Branch of the Imports and Exports Department, containing full particulars of Imports from and Exports to every country for the whole of the year 1919 showing the total quantity and the value in sterling for each commodity. The totals of each serial number for 1918 and 1919 are printed in parallel columns for purposes of comparison. There are altogether 640 headings under which the Imports and Exports are classified, and there is an index of these headings and of various minor articles of trade not considered sufficiently important to justify a separate classification. In addition to the above, the book contains six summaries, a statement of Transshipment Cargo on Through Bills of Lading, particulars of Raw Silk Exports, and Shipping Returns for 1919. 880 pages. Price \$3 per copy.

Noronha & Co.

14a Des Voeux Road Central, Hongkong.

EUROPEAN LADY ROBBED.

Mrs. Stone of No. 24 Kowloon Docks, reports that at about 8 p.m., on the 10th inst., she was walking along Chatham Road, when a Chinese came from behind, and snatched a black leather bag which she was carrying. The strap broke and she fell to the ground, whereupon the thief bolted with her bag which contained \$40 in notes. She got up and raised an alarm, but the thief who ran towards Yau-mat, soon disappeared out of sight.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Tein," (Capt. McDonald) sailed for Shanghai at 4 p.m. to-day.

The s.s. "Yuen Sang," (Capt. McAlister), 166,858 tons, arrived yesterday at 2 p.m. from Manilla at 3 p.m. to-day with 1250 tons general cargo.

The s.s. "Tomsa," Capt. Baiding, 1511 tons, arrived yesterday at 3 p.m. from Moji with 1,730 tons of cargo.

The s.s. "Hsin Ping An," (Capt. Novik) sailed for Dairen via Chefoo at 4 p.m. to-day with 1800 tons of general cargo.

The s.s. "Shinfoo," (Captain Havel), 166,858 tons, arrived yesterday at 2 p.m. from Chin Wan Tao with 2282 tons of coal.

The s.s. "Hwah Kun," (Captain Hollingshead), 1,115 tons, arrived yesterday at 5 p.m. from Saigon with 2,200 tons of rice.

The s.s. "Kanchow," Capt. Cowan, 1,222 tons, arrived yesterday at 3.45 p.m. from Swatow with 7 bags of mail and 970 tons of general cargo.

The s.s. "Taisama," (Captain Mahel), 402 tons, arrived yesterday at 5 p.m. from Hoihow with 400 tons of general cargo and 4 bags of mail.

LIST OF PASSENGERS.

DEPARTURES.

Per s.s. "Tango Maru" from Hongkong: Mr. van Alstyne, Mrs. E. S. Bradford, Mr. and Mrs. J. N. Burger, Rev. and Mrs. Z. E. Brown and child, Mr. and Mrs. J. B. Burn, Mr. Luang S. Bauja, Mr. E. Baum, Mr. H. Goudin, Miss R. de Gern, Miss J. C. Goudin, Mrs. and Miss C. B. Carter, Mr. G. Cabuola, Mr. Chong Shee, Mr. H. S. Darlington, Mr. P. Day, Miss R. Daniels, Miss M. H. Evans, Mr. J. G. Fikert, Mr. and Mrs. J. Goudin, Mr. E. Goudin, Mr. T. Goudin, Mr. R. Goudin, Mr. T. Goudin, Mr. and Mrs. A. Hildago, Mr. N. Heymann, Mr. L. W. Horne, Mr. M. Iwasaki, Mr. K. O. Jeli, Mr. W. Kay, Mr. and Mrs. S. Kanda, Mr. D. W. Kapple, Mr. and Mrs. A. T. Kavan, Mr. and Mrs. Landon and daughter, Mr. L. J. Lambert, Mr. L. G. Lambert, Mr. A. Lutz, Mr. J. H. N. Mody and servant, Mrs. E. de O. Mitchell, Mr. and Mrs. G. Mallen, Mr. A. E. Marwick, Mr. and Mrs. Mather and two children, Mr. P. Mahajan, Mr. W. Mendon, Mr. P. O. Mattos, Miss Nana, Mr. E. Wisthok, Mr. and Mrs. D. Nately and four children, Mr. P. Nately, Bishop Olatz, Mrs. F. M. Oppenheimer, Mr. G. Ono, Mr. O. Olatz, Mr. and Mrs. C. van Riet, and two children, Mr. W. F. Plummer, Mr. F. Reyes, Miss L. R. Slater, Mr. and Mrs. C. J. "two two children and servant, Mr. J. Sato, Mr. and Mrs. B. H. Sora ton and daughter, Mr. and Mrs. E. M. Sora, Mrs. G. and Miss D. Sora, Mr. H. Solomon, Mr. A. E. Sygum, Rev. and Mrs. B. T. Schuyler, Mr. O. Tsurutani, Mr. and Mrs. R. Tong and servant, Mr. and Mrs. L. S. Tong, Mrs. M. Tong, Miss L. Tong, Miss N. Tong, Miss H. Tong, Mr. and Mrs. C. Viselmann, and three children, Mr. W. White, Miss E. K. Whiting, Mr. H. C. Yang, Mr. A. A. Alaraka, Mr. J. P. Alarouca and three daughters, Mr. A. G. B. Ober and four children, Mr. Geo. Bell, Mr. F. Hanzila, Mr. Wm. Holmes, Mr. O. Jacobson, Mr. A. de Leon, Mr. M. Lawrence, Mr. J. Lawjosa, Mr. M. Moriyama, Mr. F. B. Mills, Mr. C. L. McKinn, Mr. H. L. McKinn, Mr. Nal Smit, Mr. A. Pruitel, Mr. J. Rocha, Mr. E. Roach, Mr. Sora Reh, Mr. G. Shoff, Mr. B. H. Sloan, Mr. G. Shactleton, Mr. T. Tsuyama, Mr. C. Tanjanco, Mr. G. Vergosa and Mr. W. H. Ward.

TO-DAY'S ADVERTISEMENTS.

LOST.

LOST—A GOLD HUNTING CASE. L. WATCH inscribed M.A. also one GOLD CHAIN. Finder will be rewarded Box 1178, c/o "CHINA MAIL."

NOTICES.

NEW DELIGHTFUL DISHES.



can be made with

FOOD PRODUCTS



Special Peaches in heavy syrup per tin 60 cts.
Peaches " " " " 60 cts.
Brisket of Beef " " " " 35 cts.
Sliced Dried Beef " " " " 80 cts.
Bacon " " " " 40 cts.
Vienna Sausages " " " " 40 cts.
Veal and Ham Loaf " " " " 40 cts.



Spaghetti with Tomato " " " 35 cts.
Luach Tongue " " " " 80 cts.
Canned Beef No. 1 size " " " 60 cts.
Red Alaska Salmon " " " 35 cts.
Chili con Carne with Beans " " " 25 cts.
Mammoth Asparagus " " " 55 cts.



New LIBBY'S recipes by
W. H. BRUN, "Cheerio"

may made be had on application.

LANE, CRAWFORD & CO.

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DANCE

RECORDS.

JUST RECEIVED.

THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

16, DES VOEUX ROAD CENTRAL.

TEL. 1322.

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS,
FEDERAL TRUCKS-FISK TYRES,
HARLEY-DAVIDSON MOTORCYCLES, ARROW,
BRENNAN, JACOBSEN, METZ, RED WING,
ROBERTS, & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

MOTOR CAR STORAGE

Repairs of all descriptions under European supervision.
Repainting a specialty.

INQUIRIES AND INSPECTION INVITED.

Call at our Motor Garage
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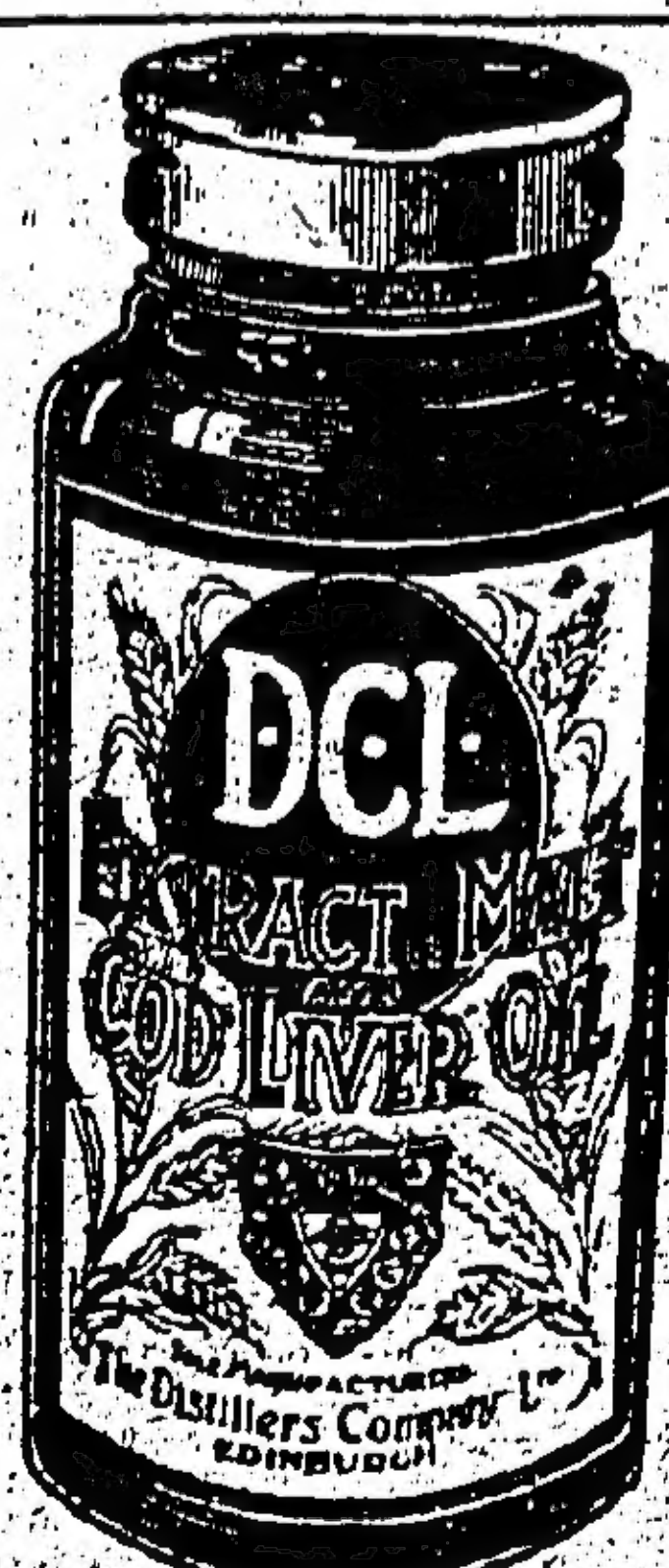
NOTICE.

We have just received fresh stocks of all CUTEX preparations. CUTEX is absolutely the last thing in manicure. Try it.

Peppermint Tooth Paste, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

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14, Queen's Road Central. Telephone No. 1877.



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MALT EXTRACT

with

COD LIVER OIL

Is made from the finest
selected Barley and malt—
ed with the greatest care—
on the Company's own
premises by the most
scientific methods of
manufacture.

THE DISTILLERS COMPANY, Ltd.

EDINBURGH

Price per 1 lb. Jar \$1.00

" " 8 lb. Jar 1.80

SOLE AGENTS—

GANDE, PRICE & COMPANY, Ltd.,

Tel. No. 125. 6, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao daily at 9 a.m. (Saturdays at 2 p.m.)
From Macao daily 9 p.m. (Sundays at 6 p.m.)

Police permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. Tuck, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 19th.

LLOYD TRIESTINO

BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG AND COLOMBO.

S.S. "PILSNA"

Sailing on or about March 26th.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

FOR JAPAN.
S.S. "BORNEO MARU" On 15th March.
JAPAN, HONGKONG & JAVA

FOR JAPAN.
S.S. "RIKUN MARU"
Sailing on or about March 21st.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN

PORTS with transshipment at CALCUTTA

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM-

BURG—Monthly direct service via Singapore and Port Said.

ANDES MARU Middle of March.

CELEBES MARU (Call Marseilles) Middle of April.

GENOA & BOMBAY—Monthly service. Taking cargo on through

Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

TACOMA MARU Thursday, 1st April.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

SAIGON MARU Wednesday, 17th March.

GANGES MARU Wednesday, 24th March.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

UNNAN MARU Thursday, 1st April.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung,

Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

ARABIA MARU (Call Shanghai) Tuesday, 6th April.

MANILA MARU (Call Shanghai) Tuesday, 20th April.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class passengers and

will arrive at and depart from the O.S.K. wharf near the

Harbour Office.

AMAKUSA MARU Sunday, 14th March.

TAKAO via SWATOW and AMOY.

BOSU MARU Saturday, 13th March.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

For sailing dates and further particulars please apply to—

T. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

For MELBOURNE via SYDNEY, QUEENSLAND PORTS

(Including PORT DARWIN), SANDAKAN & MANILA.

EXCELLENT PASSENGER SERVICE

S. S. "HWAH-PING"

Sailing on about 15th March.

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO.

Agents.

113, Connaught Road, Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

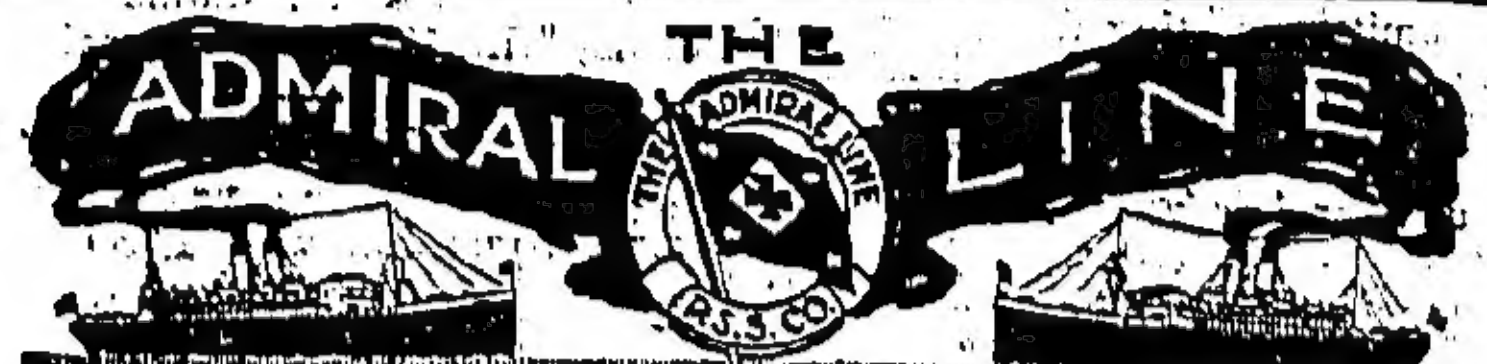
FOR STEAMERS TO SAIL
SHANGHAI Mar. 12, 12 p.m.
WEIHAIWEI & TIENTSIN Mar. 12, at 3 p.m.
SWATOW & BANGKOK Mar. 12, at 9 a.m.
AMOY, SHANGHAI & PU-KOW Mar. 12, at 4 p.m.
SHANGHAI Mar. 12, Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent
Saloon accommodation, electric light and fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(thrice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—

Telephone No. 32.

BUTTERFIELD & SWIRE,
AGENTS.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"ELEKTON" About March 17th.
"ELDRIDGE" About April 2nd.
"CITY OF SPOKANE" About April 25th.
"IONIAN" About May 25th.
"CROSSKEYS" About June 2nd.

For PORTLAND Direct.

(Calling at Shanghai and Kobe)
"ABERROO" About March 12th.
"PAVLETT" About March 25th.
"COAXET" About April 17th.
"WABAN" About May 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478.

Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "WINJAH"

About APRIL 10th.

Via PANAMA.

S.S. "WEST WIND"

About APRIL 17th.

Via PANAMA.

S.S. "DRYDEN"

About APRIL 17th.

Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

Telephones
2477 & 2478.

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LOS ANGELES PACIFIC NAVIGATION COMPANY.

DIRECT

THROUGH SERVICE TO ALL OVERLAND POINTS

VIA

PORT OF LOS ANGELES, CALIFORNIA, U.S.A.

Operating the following FAR EASTERN SERVICE for the account
of the United States Shipping Board.

S. S. "WEST MONTOP" loading about March 16th.

S. S. "WEST HIRA" loading about April 15th.

Through rates quoted and through Bills of Lading issued to all

overland points in the United States.

OFFICES:—SINGAPORE, MANILA, SHANGHAI, KOBE.

HONGKONG OFFICE—3rd Floor, Prince's Buildings,

Chater Road, Telephone No. 1062.

CHAS. E. RICHARDSON, General Agent for South China.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

SHINYO MARU 22,000 1st April.

SIBERIA MARU 20,000 1st April (from Yokohama).

*FERIA MARU 9,000 18th April.

KOREA MARU 20,000 3rd May.

TENYO MARU 22,000 24th May.

§ From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG & VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, BALBOA,

CALLAO, ARIUA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong.

AYVO MARU 12,500 March 12th.

REVO MARU 14,000 May 11th.

KIYO MARU 17,500 July 12th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE

Direct Freight Service to U.S.A. and NEW ORLEANS, via San Francisco.

Balboa and the Panama Canal.

Steamers Leave Hongkong.

OSOTO MARU 12,500 2nd May.

For all information as to rates, freight space, sailings, etc., apply to—

T. DAIGO, MANAGER,
King's Building.

Telephone 2374 and 2375.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS FROM DUE

Empress of Japan Mar. 29 April 19

Empress of Asia April 8 April 28

Monteagle April 15 May 10

Empress of Russia May 6 May 24

Empress of Japan May 24 June 18

Empress of Asia June 3 June 21

Monteagle June 4 June 28

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 18

Monteagle Aug. 5 Aug. 23

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Passage fares Hongkong to United Kingdom.

Empress of Japan Gold 4,000 Tons Reg. Gold

Empress of Asia \$463.00 MONTAGLE \$465.00

18,000 Tons Reg. 6,183 Tons Reg.

Fares & sailings subject to change without notice.

For Fares and other information please apply to—

HONGKONG OFFICE.

Telephone 712. Cable Address: CANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,900 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" March 25th, 1920. "NILE" May 15th, 1920. "CHINA" March 25th, 1920.

AN UNPARALLELED HIGH CLASS

PASSENGER SERVICE.

O. E. RITTER, Freight and Passenger Agent.

Prince's Buildings, 100 House Street. Tel. 1254.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers, Electric Light and Fans in Staterooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAICHONG Capt. W. O. Passmore TUESDAY, 16th March at 1 p.m.

HAICHONG Capt. A. H. Stewart FRIDAY, 19th March at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

General Manager.

DOUGLAS LAPRAKE & Co.

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For

LONDON AND ANTWERP—"CITY OF NORWICH" 27th April.

LONDON "ELZEBE" 25th May.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CHARLTON HALL" via Panama 31st March.

"JASON" via Suez 10th April.

(Calls at Havre.)

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA—
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	18th Mar.	Singapore, Colombo & Bombay.
"BANCA"	8,000	23rd Mar.	MARSHALLS LONDON & A. W. P.
"KEIVA"	9,000	4th April	MARSHALLS & LONDON via C. P.

BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	17th Mar.	Straits, Rangoon and
"ARRATOON APCAR"	4,400	18th Mar.	Calcutta.

E. STERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	28th April	Sundakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"KEIVA"	9,000	18th Mar.	Shanghai and Kobe.
"MADRAS"	7,000	17th Mar.	Shanghai and Kobe.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Cargo Only.
Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognised. No
claims will be admitted after the goods have left the Godowns.

For Further Information: Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

PUSHIMI MARU Wednesday, 17th Mar., at 11 a.m.
*TAIHEI MARU (Cargo only) Sunday, 21st March.
KATORI MARU Tuesday, 13th April, at 11 a.m.
SUWA MARU Sunday, 2nd May, at 11 a.m.
*Calling Manila.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.
SHIDZUOKA MARU Thursday, 18th March, at Noon.
HGA MARU Friday, 2nd April, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore,
Colombo, Suez and Port Said.
DAKAB MARU End of April.
TSUYAMA MARU End of April.

LIVERPOOL & MARSEILLES via Singapore, Colombo,
Suez and Port Said.
CALCUTTA MARU Wednesday, 17th March.
TOBA MARU Beginning of April.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.
TANGO MARU Sunday, 28th Mar., at 11 a.m.
NIKKO MARU Wednesday, 21st April, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroto,
San Francisco, Panama & Colon.
TOTTORI MARU Saturday, 13th March.
GENOA MARU Beginning of April.

SOUTH AMERICAN PORTS via Cape.
TOBA MARU End of March.

BOMBAY & COLOMBO via Singapore.
SHINYO MARU Wednesday, 17th March.
SHINZU MARU Sunday, 28th March.

CALCUTTA & BANGCOON via Singapore & Penang.
HAKODATE MARU Tuesday, 23rd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU Tuesday, 23rd March, at 11 a.m.
AKI MARU Saturday, 17th April, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
HEIMEI MARU Sunday, 14th March.
NAGANO MARU Tuesday, 16th March.
TAMBA MARU Thursday, 25th March, at 11 a.m.

For further information apply to—
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

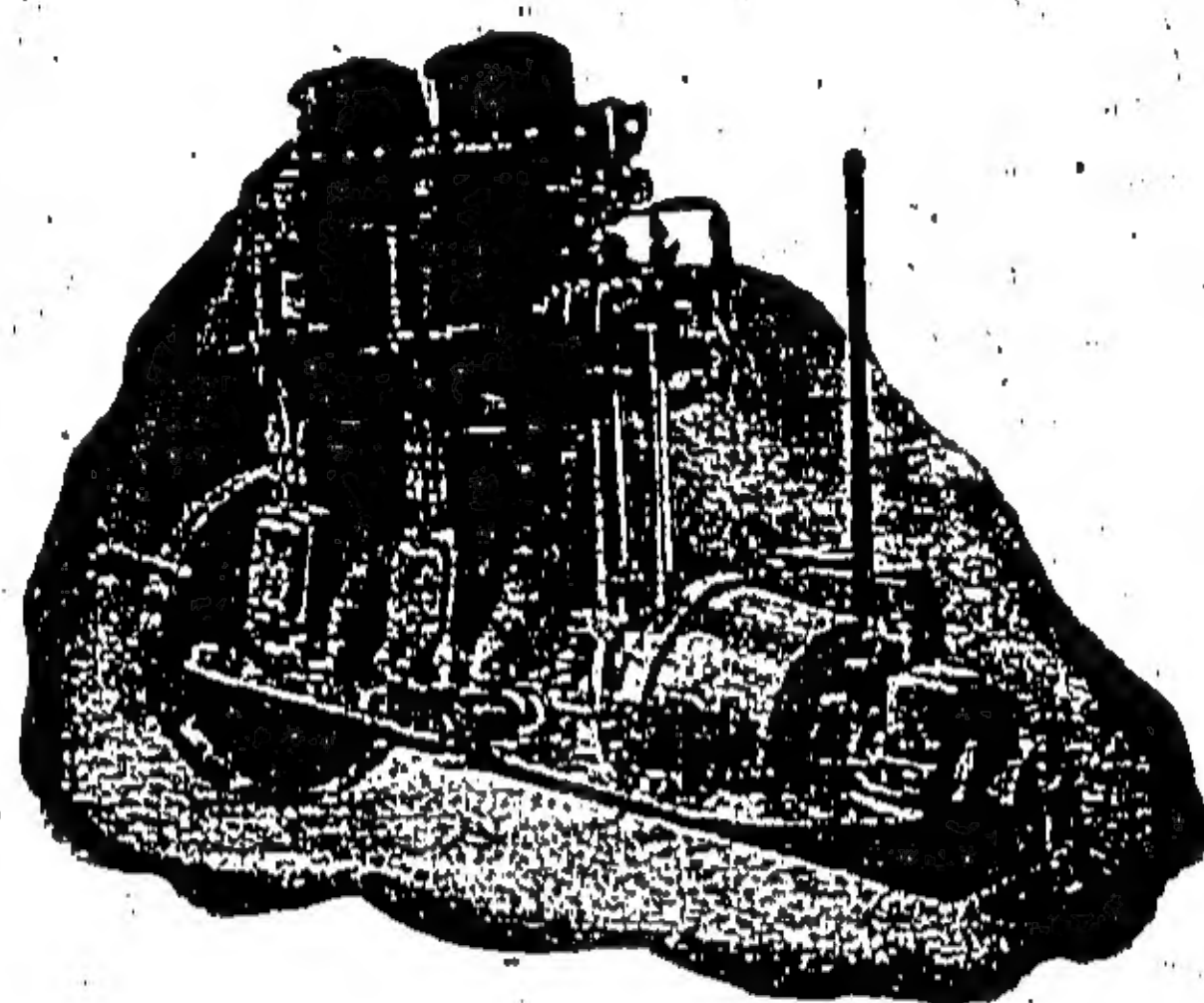
Telephone Nos. 302 & 293

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME	FOR FURTHER ADVICE TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Siberia Maru	Togo Kisen Kaisha	On 1st April.
San Francisco via Shanghai, Japan &c.	Shinyo Maru	Togo Kisen Kaisha	On 1st April.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 1st April.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail S.S. Co., Ltd.	On 1st April.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 1st April.
Seattle, Tacoma, Victoria & Vancouver.	Elkton	The Admiral Line	About 17th March.
Victoria, Vancouver, Seattle & Tacoma.	Arusha Maru	Osaka Shosen Kaisha	On 8th April.
Victoria B.C. & Seattle via Strait, &c.	Fushimi Maru	Nippon Yusen Kaisha	On 17th Mar., at 11 a.m.
Vancouver via Shanghai, Japan &c.	Montague	Canadian O.S. Co.	On 18th April.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Co.	On 23rd March.
New York via Suez.	Lucerne	Butterfield & Swire or The Bank Line, Ltd.	About 13th March.
Australian Ports via Manila.	Tango Maru	Nippon Yusen Kaisha	On 24th Mar., at 11 a.m.
Australian Ports via Japan.	Anjo Maru	Togo Kisen Kaisha	On 13th Mar.
New York via Panama.	Lucerne	Butterfield & Swire or The Bank Line, Ltd.	On 20th April.
Portland.	Aberdeen	The Admiral Line	About 13th March.
New York via Panama.	Minister Castle	Dodwell & Co., Ltd.	About 13th March.
Nagasaki, Kobe & Yokohama.	Nikko Maru	Nippon Yusen Kaisha	On 24th Mar., at 11 a.m.
Shanghai.	Khiva	P. & O. S.S. & A.L.	On 18th March.
Shanghai.	Kwelin	Butterfield & Swire	On 18th Mar., at 11 a.m.
Swatow & Bangkok.	Changtu	Butterfield & Swire	On 23rd March.
Calcutta via Straits & Rangoon.	Hakodate Maru	Nippon Yusen Kaisha	On 24th Mar. b.
Singapore, Penang & Belawan-Doli.	Van Woerwijk	Java-China-Japan Lijn	On 1st April.
Keelung via Swatow and Amoy.	Amakusa Maru	Osaka Shosen Kaisha	On 14th March.
Saigon, Bangkok & Singapore.	Uman Maru	Osaka Shosen Kaisha	On 1st April.
Swatow, Amoy & Foochow.	Hakong	Douglas LaPrak & Co.	On 18th Mar., at 1 p.m.
London and Rotterdam.	Saigon Maru	The Bank Line, Limited	On 17th Mar. b.
Bombay & Colombo.	Saigon Maru	Osaka Shosen Kaisha	On 17th March.
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Madras, Deogaya Bay, Durban.	Tacoma Maru	Osaka Shosen Kaisha	On 18th March.
Singapore, Penang, Colombo & Port Said.	Dunera	Osaka Shosen Kaisha	On 18th March.
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S.S. "WEST MINGO" FRIDAY, March 19th.
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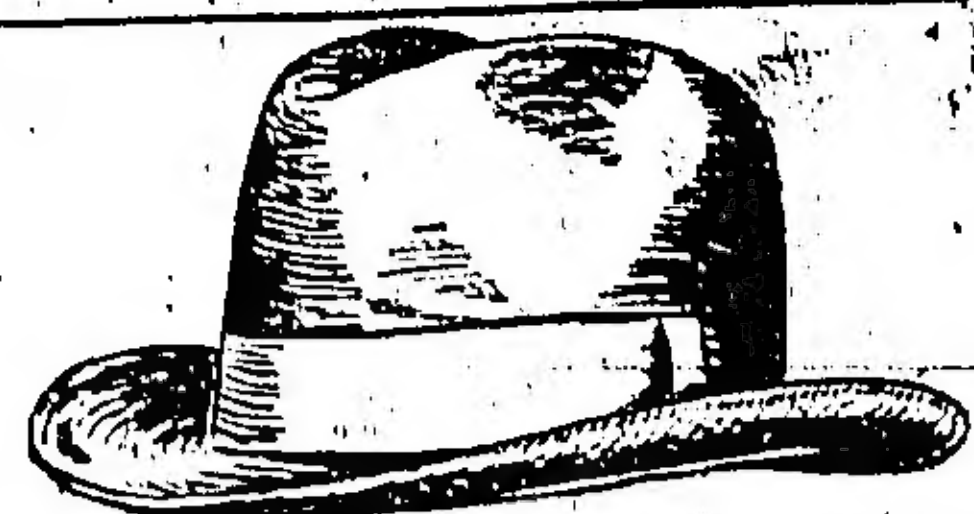
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WARSHIP BUILDING IN 1919 PROGRESS OF THE PRINCIPAL NAVIES SINCE THE ARMISTICE.

(BY H. C. FERRABY.)

We are on the verge of a period in warship construction that appears likely to be as near stagnation as has been known for a hundred years past. The "crescendo" of effort 1900 to 1914 and the subsequent "molto agitato" of 1914-1918 must, by the law of averages, have a compensating period of slackness. It seems probable that the next few reviews of a year's warship building will easily be dismissed in a paragraph or two. During 1919, however, there was a certain amount of activity, particularly in the completion of ships ordered at the time of the armistice, and in the United States progress has also been made with previously authorised programmes. There is a certain historic as well as a practical interest in the work that has been done in the shipyards on fighting ships since Nov. 11, 1918, and I have endeavoured to compile, with the assistance of official sources as far as possible, a complete survey of the activities of the past thirteen months.

GREAT BRITAIN.
The First Lord of the Admiralty recently made public a statistical abstract of the vessels completed for the British Navy since the Armistice was signed. The table showed the following figures for the principal types of fighting ship—

Light Cruisers	8
Flotilla Leaders	4
Destroyers	41
Submarines	20

There remained to be completed the following:

Battle Cruiser	1
Light Cruisers	9
Flotilla Leaders	3
Destroyers	19
Submarines	20
Aircraft Carriers	2

The light cruisers completed fall under three classes—the "Hawkins," the "Calcutta," "Carlisle," "Colombo," the "Delhi," "Dauntless," and "Dunedin."

Those of the type remaining to be completed are of four classes—the "Effingham," "Frobisher," and "Raleigh," the "Cape Town," the "Despatch," "Dioneda," and "Durban," the "Emerald" and "Enterprise."

The battle cruiser to be completed is the Hood, about which so much is already known that it need only be added that she was due to start on her trials on January 9th.

The Hawkins was built at Chatham Dockyard, and although laid down in June, 1916, was not commissioned until July 24th, 1919. The other three ships of her type have been even more delayed. The Raleigh, laid down at Beardmore's yard on the Clyde in October, 1916, was only launched on August 29th, 1919, while the Effingham, laid down at Portsmouth in April, 1917, and the Frobisher, laid down at Devonport in August, 1916, are still on the stocks. All four were believed to be abandoned at one time, but it appears to be the intention of the Admiralty now to put them into service.

Only one of the "C" class light cruisers, the Cape Town, now remains to be completed, the rest of the type having gone into service during the past year. She was laid down at Birkenhead in February, 1918, launched on June 26th, 1919, and will probably be completed at Portsmouth. Two "D" type light cruisers were to the Baltic on active service as soon as they were finished. The three that have yet to be completed are to be towed from the contractors' to the Royal yards. Details may be tabulated thus:

Builder	Launched	Completed
Effingham	July 1916	Sept 24 1919
Frobisher	June 1916	May 25 1919
Raleigh	Oct 1916	Aug 29 1919
Hood	Jan 1917	Jan 9 1920

The Enterprise was launched on December 23rd, 1919.

The flotilla leaders completed during the year are the Campbell, Mackay, Stuart, and Wallace. Those remaining to be delivered are the Malcolm, which was launched on May 29th, 1918, and the Képpel and Rooke, which are not yet in the water.

The First Lord's statement gave 41 destroyers completed since the Armistice was signed. He does not, however, give the number launched in the same period. My calculation is that 26 have been put into the water, and many of them have also been commissioned. Mr. Long's figure of 16 still to be completed is not borne out by the detailed Navy Estimates, where only 12 are shown as unfinished, and one or two of these have run their trials in the last few days.

The programme of submarines built and still to be completed offers only two features of any particular interest. These are the M class, of which M2 and M3 have yet to be finished. The Admiralty is entirely silent on the subject of the design. The displacement and speed are official secrets, and even the fact that M1 mounts a 12-inch gun in a special turret is not admitted. K36 is another boat about which there is silence. She is building at Vickers', but beyond that, absolutely nothing is admitted about her. There are seven boats of the L class still building, which are interesting in that they mount two 4-inch guns each, instead of a single place, which has sufficed for all our previous submarines. The alteration involved an increase of 70 tons in the displacement.

So much interest attaches to the future of floating aerodromes that the aircraft carriers Eagle and Hermes can hardly be classed as auxiliaries, more particularly in view of the nature of the armament given to the latter. Both vessels have been advanced towards completion during the year, and the following details about them are interesting—

Eagle—Length, 625 feet; displacement, 25,000 tons; horse power, 55,000; speed, 24 knots.

Hermes—Length, 548 feet; displacement, 10,400 tons; horse power, 40,000; speed, 25 knots; armament, ten 6-inch and four 4-inch A.A.

The Eagle was launched in June, 1918, at Elswick, but it is stated that she will be towed to Portsmouth for completion. The Hermes, which is also an Armstrong boat, was launched on September 11th, 1919, and will be towed to Devonport for completion.

UNITED STATES.
America is steadily pushing on with her authorised programmes. There is no sign of any intention to curtail the work in hand, or to delay (except for technical reasons) the work projected.

During 1918 there was completed for the United States Navy the battleship, Idaho, one of the turbine-driven vessels of the New Mexico type. She was laid down in January, 1915, and took four years and two months to deliver.

Definite figures of the completion of small craft are difficult to come by, but, in consequence of the vast war-time programme which was still under way when the Armistice was signed, deliveries have been abnormal. Approximately 95 new destroyers and 40 new submarines have been added to the United States Navy since November, 1918.

There are six more battleships building: The Tennessee (launched April, 1919) and California (laid down October, 1916); the Maryland (laid down April, 1917), "Colorado" (laid down May 29, 1919), "Washington" (laid down June 30, 1919), and "West Virginia" (laid down 1919). The first two are 33,000-ton ships, mounting twelve 14-inch guns each. The other four are 33,500-ton ships, carrying eight 16-inch guns each. Three new light cruisers, which as yet have no names, have been laid down in the period under review. They are understood to be 7,600-ton vessels, with a designed speed of 35 knots, and armed with eight 6-inch guns. They appear to be the equivalent of our Enterprise class. There are, further, about 70 destroyers and some 25 submarines still to be delivered under the war programme.

Nor does that complete the tale of the American Navy's projects. There are still to be laid down six new battleships of the Massachusetts class, authorised in 1917, while the much-delayed battle-cruisers of the Constellation class have not yet been officially abandoned. They were authorised in batches between 1916 and 1918, but none of them have been begun, the design having undergone at least three official revisions, and in the autumn of last year it was

THE INCREASE IN RAILWAY RATES.

Though we may all regret that an increase in rates has become inevitable, the sooner we recognise that railway transport is affected by changes of life in just the same way as all other commodities we purchase, the better it will be for us. In recent years we have had an all round increase in wages. Starting with raw materials, other conditions remaining the same, the added cost of the miner's wage is passed on to the buyer of the coal or ore. This in turn, together with the rise in wages of the steel worker, is passed to the manufacturer. The finished product has to carry the cumulative effect not only of the higher labour charge of its own industry, but of all the preliminary industries which are accessory to it. It is necessary for each to show some profit under the new conditions, or the industry will not survive. It is the same with transport as it is with razors or any other necessary of life. The railway companies exist to sell transport and for that purpose only. In any ordinary industry there is no question, except under emergency conditions or excess of interfering in this country, with the selling price of any home-produced commodity. In the case of semi-public services we have come to acknowledge the Government's right to interfere, within limits, but inasmuch as the railways have been built up by private enterprise under certain well-defined conditions, which were formerly regarded as permanent, it is recognised that changes in these orders by the Government require some *quid pro quo*.

During the recent years the latter has taken the form of the subsidy system, which, however, is not a satisfactory expedient. A subsidy helps the railways out of their difficulty at the general expense of the taxpayer. It is not only the railways, but the traders who are subsidised, the latter, through them, the buyer, benefiting by cheap rates at the expense of the taxpayer.

Such being the facts, the present revision of rates need cause no great alarm for the moment, though it will doubtless cause some outcry among the trading community. Its effect will merely be to shift the burden of the present subsidy from the shoulders of the taxpayer very largely on to the consumer, for it is not to be expected that, where possible, the trader will not fail to pass on the extra charge. In this way the actual consumer will shoulder the additional, a result not altogether undesirable as the incidence will be more widespread, and will result even in a contribution from the favoured class of wage earners.—*Engineering*.

still unsettled. Four more light cruisers of the 7,600-ton class have been contracted for, but as far as my information goes, had not been laid down at the end of 1919; while there are projected destroyer and submarine programmes of 12 and 10 respectively, contracts for which have not yet been placed.

JAPAN.
The programme of Japan, though less ambitious than that of United States, has been pushed on with equal steadiness. The following vessels have been launched since the Armistice, or will be launched very shortly—

Battleships: "Nagato," "Kuma" and "Tama."
First Class Destroyers: "Sawakaze," "Mikakaze," "Okikaze," and "Yakaze."
Second Class Destroyers: "Momi," "Kaya," "Nashi," "Take," and "Kaki."
Ships laid down since the Armistice, or to be laid down shortly, are—
Battleships: "Tosa" and "Kaka."
Battle Cruisers: "Akagi" and "Amagi."
Light Cruisers: "Kitakami," "Kiso," and "Ohi."
First Class Destroyers: "Shikaze," "Akikaze," "Yukaze," "Hokaze," "Tachikaze," "Shimakaze," "Nakaze," and "Hakaze."
Second Class Destroyer: "Nire," "Kuri," "Kiku," "Aoi," "Hagi," "Susuki" and "Fuji."

FRANCE.
Little or no work has been done in the French yards since the war ended. One gunboat has been completed. There are still under construction some thirty sloops, five gunboats, and seven submarines, and as far as can be foreseen, the only new ships to be put in hand in the approaching months are six light cruisers of the Lamotte-Picquet type and six destroyers.

ITALY.
Four destroyers and two scouts, with three of the queer "mobile batteries," carrying a 15-inch gun each, have been completed for the Italian Navy. It is stated that work is now proceeding on the battle-cruiser Caracolo, which was laid down in October, 1914. When it was last in the Ansaldo Yard in Genoa, in the autumn of 1918, the hull of the Cristoforo Colombo was still on the stocks, but there is little likelihood that this battle-cruiser will be built. Some more scouts are likely to be proceeded with during this year, but otherwise Italy's naval shipbuilding is so stagnant as that of France.—*Manchester Telegraph & Post*.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

FROM CAIRO TO THE CAPE.

London, March 8th. The Air Ministry announces that the Silver Queen has reached Bulawayo. The Silver Queen, en route to the ground. The pilots, van Ryneveld and Brand, were slightly injured.

London, March 8th. The South African High Commissioner states that there is a possibility of van Ryneveld continuing his flight to the Cape in another machine from the Union.

PORTUGUESE CABINET RESIGNS.

Madrid, March 8th. According to the latest reports from Portugal the Cabinet has resigned owing to the Chamber's opposition to the proposed dismissal of the strikers. The Democratic leader, Maria Silva, thereupon, formed a Cabinet which granted the demands, thus terminating the strike.

Madrid, March 8th. A message from Vigo says that the demands of the Portuguese railway strikers have been granted and railway traffic has been restored and postal services resumed.

CRISIS IN TURKEY.

London, March 8th. The Daily Telegraph states that in view of the grave situation the Government has decided to order British military and naval forces to occupy Constantinople. The French and the Italian Governments are invited to participate, and it is anticipated that they will agree to co-operate.

It is stated that ample forces are available for the occupation.

London, March 8th. It is officially stated that there will, probably, be no need to send troops from England to Constantinople, but there is an ample force available of troops stationed nearer Turkish territory.

The note from the Allies dispatched to the Turkish Government to-day, the terms of which have not been disclosed, is said to be drastic, and it is stated that it will be followed by drastic action, should the necessity arise.

Calcutta, March 8th. The Khilafat Conference has passed a resolution in favour of final messages to the Viceroy and the King-Emperor stating that they will sever their connection with the British Government if Mohammedan feeling with reference to Turkey is not respected.

A further resolution urged a Mohammedan boycott of British piece-goods.

THE STRIKE IN JAPAN.

Tokyo, March 8. Work has been partially resumed at Yawata.

The workmen at the Japanese Government steel works at Yawata have been on strike for over a month. They came out originally, we believe, on a demand for higher wages; but later formulated several other demands, among them being that in future the foremen of all workshops shall be selected from among the workers, only that bonuses to the workers be given twice each year instead of once a year, that on the three big national holidays and other special holidays wages be paid, and that the workers must not be examined by guards at the entrance to the gates of the Foundry. Another factor in the dispute concerns advances made at low rates of interest to the town of Yawata from the deposits and relief funds of the Foundry operatives, without consulting them.—*Ed.*

CENTENARIES OF 1920.

The two most noteworthy centenaries of this year are those of the birth of William T. Sherman on February 8, 1820, and the death of Daniel Boone on September 26, 1820. Of all the persons whose names grace the panels of the Hall of Fame for Great Americans, these are the only ones whose birth or death occurred in 1820. Sherman is one of five full generals of whom the United States is proud to boast. The deeds of Boone, who emigrated to Missouri, when a Spanish possession, are known to ever schoolboy.

On February 15, 1820, Susan B. Anthony was born. The work begun by her will be consummated in the Nineteenth Amendment to the Constitution. On March 22, 1820, Stephen Decatur was killed in a duel with James Barron. Only a few years before he had forced the Dey of Algiers to renounce tribute from the United States.

In England, on April 27, 1820, was born the synthetic philosopher, Herbert Spencer. At Florence, in May, 1820, was born the famous nurse, Florence Nightingale. In Ireland, on August 21, 1820, occurred the birth of the distinguished physicist, John Tyndall. In Sweden, on October 6, 1820, Jenny Lind, the famous singer, first saw the light.

Memorable events, one, two, and three centuries ago from this year are the landing of the Pilgrims from the Mayflower in 1620; the South Sea Bubble, which collapsed in 1720, causing distress throughout England; and the Missouri Compromise of 1820.

WALLA WALLA. Posts are now and last. Car them at Black Flat.

GENERAL PERSHING'S NAME.

INTERESTING PHILOLOGICAL RESEARCH.

New York, January 28.—General Pershing is a "Peach" in the philological exploration of a good American name, according to a writer in the "New York Sun" who says:

The name is of French origin, and is found in the Provinces of Alsace and Lorraine, which have been in French and then in German territory according to the fortunes, or misfortunes, of war. The people of these districts are French in language and customs.

Families named Pershing arrived in Eastern Pennsylvania from 1710 to 1752 having been French Huguenots who left Alsace and Lorraine upon the revocation of the edict of Nantes. Some settled later in Western Pennsylvania, including ancestors of General Pershing.

In 1875 the Democratic candidate for Governor in Pennsylvania against General John F. Hartranft on the Republican ticket, the latter having been a candidate then for a second term, and being re-elected, was Cyrus L. Pershing, President Judge of the Court of Common Pleas of Schuylkill County. He was born near Pittsburg.

At the time of Judge Pershing's nomination in the Democratic State convention held in Erie, Pa., the result was shown on bulletin boards in this city. Some Democratic politicians, accustomed to the "Pennsylvania Dutch" language—a mongrel tongue with English words—announced:

"Now hen mir pierchen!"

They meant thereby: "Now we have peaches!"

"PEACH" OF A COMMANDER.

In German a peach is *persche* (pronounced with a silent 'p') the plural being *as* if written *Perschen* or *Pershing*. According to this, General Pershing is surely a "peach" of a commander.

The French for peach (*peche*) is very much like the first syllable of the General's name in pronunciation. It is from the Latin *persicum*—a Persian apple, being attributed to Persia.

IS LONDON ON THE DECLINE?

MR. BELLOC'S VISION OF DEPARTING GLORY.

Mr. Hilaire Belloc prophesied the future decline of London in a lecture to the Royal Society of Arts. "When the topographical reasons for a site disappear," he said, "the value of the site declines."

The forces at work to cause the decline of London Mr. Belloc summed up as follows:

London is no longer at the head of sea-borne traffic. Tilbury is.

Tunnels are destroying the character of London as the lowest land crossing.

London is becoming a congested point, and everyone tries to avoid it in travelling.

The economic centre of gravity is shifting. The centre of production and of export in this island is now in the North.

"The great topographical causes, London's greatness," he added "have already passed."

Explaining the why and wherefore of London Bridge, Mr. Belloc said that the Thames, in its double character of a highway and an obstacle, had made London. All the great Roman roads used London Bridge for crossing from north to south. London Bridge was in its present position for four reasons—

It is at nearly the highest point where sea-going boats could tranship goods.

It is the spot where an outcrop of gravel on the northern bank is opposite only a small deposit of alluvial mud on the southern bank. At Erith, Gravesend, and Tilbury the "hard" on one bank is opposite vast fields of alluvial mud on the other, and as the river is broader the difficulties in the way of bridge construction were greater.

The bluff of the City, though small, offered in early times a fine strategic position for defence. London, alone of the European towns, has not suffered from war for nine centuries, and has never undergone a siege since the barbaric age.

DIVORCE AND REMARRIAGE.

THE BISHOP'S MOST DIFFICULT PROBLEM.

The Bishop of Rochester's refusal to grant a Bromley man permission to be married in church after he had divorced his wife for infidelity raises anew the whole question of the divergence between Church and State law on this question.

The Bishop of London, an *Evening Standard* representative was told at Fulham Palace, "never has sanctioned, and never will be likely to sanction, the marriage of a divorced person. Such marriages have taken place in the diocese, but not with his authority or consent."

Un fortunately, as the *Evening Standard* representative was informed at Lambeth Palace, "what is reasonable and right" in this matter of divorce and remarriage is so obscure that some Bishops hold far less stringent views than others.

DAIRY FARM NEWS.

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HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

The report for presentation at the thirty-sixth ordinary general meeting on March 18 says—

Annexed we have the pleasure to lay before shareholders a statement of accounts made up to December 31, 1919.

The balance of Credit of Profit and Loss Account after allowing for the Interim Dividend of \$60,000.00 paid in August last and including the Balance of \$50,570.43 brought forward from 1918, is \$141,540.70 which it is proposed to appropriate as follows:

To place to Reserve Fund	\$10,000.00
To place to Investment Depreciation Account	10,000.00
To pay a final Dividend of \$1 per share	60,000.00
To pay a bonus to staff	10,928.61
and to carry forward to the credit of next year's account	50,511.89
Consulting Committee—Messrs. E. P. White and A. O. Lang resigned on leaving the Colony, and Messrs. G. W. Barton and J. W. C. Bonnar were invited to take their places on the Consulting Committee. In accordance with the Articles of Association Messrs. G. W. Barton, J. H. Wallace and J. W. C. Bonnar retire, but offer themselves re-election.	
Auditors—The accounts have been audited by Messrs. F. Maitland and H. Percy Smith who are eligible for re-appointment.	

SHEWAN TOMES & Co.,
General Managers.

STATEMENT OF ACCOUNTS FOR THE YEAR ENDING DECEMBER 31, 1919.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1919.	
Consulting Committee's fees	\$ 4,000.00
Auditors' fees	700.00
Depreciation for 1919	6,500.00
Balance, Profit for the year	150,970.27
	\$ 162,170.27
Dividends from Investments	\$ 17,171.04
Interest	6,441.41
Exchange	37.78
Balance of Working Account	138,520.04
	\$ 162,170.27

BALANCE SHEET DECEMBER 31, 1919.

LIABILITIES.	
Capital 60,000 shares at \$10 each fully paid up	\$ 600,000.00
Reserve Fund	50,000.00
Sundry Creditors	23,025.67
Investment Depreciation a/c	\$ 9,215.25
Since added	20,000.00
	29,215.25
Less Depreciation	19,514.14
	9,701.11

Profit and Loss Account.	
Brought forward from 1918	50,570.43
Profit for the year 1919	150,970.27
	201,540.70
Less Interim Dividend	60,000.00
	141,540.70

\$ 824,267.48

ASSETS.

Land (140,584 Square feet)	\$ 15,000.00
Less Depreciation	1,000.00
	\$14,000.00
Factory, Machinery, &c.	75,000.00
Less Depreciation	5,500.00
	69,500.00
Rope and Hemp in Factory, Valued at	69,097.62
Stores, Oil, Fuel, Gunnies and Spare Gear, valued at	19,474.52
Rope on consignment, valued at	136,284.96
Unexpired premia on policies	6,609.67
Sundry Debtors	43,968.84
Investment as per last account	204,159.87
Since added	736.20
	204,896.08
Less Depreciation	19,514.14
Market value at 31st December, 1919	185,381.94

Cash—	
At Bank	129,649.57
At Bank (fixed deposit)	150,000.00
At Factory	50.00
In Hand	250.29
	279,949.86

\$ 824,267.48

J. H. WALLACE
J. W. C. BONNAR

Member of Consulting Committee.
SHEWAN TOMES & CO.,
General Managers.

Hongkong, March 8, 1920.

Un fortunately, as the Evening Standard representative was informed at Lambeth Palace, "what is reasonable and right" in this matter of divorce and remarriage is so obscure that some Bishops hold far less stringent views than others.

But on the question of the divergence of State and Church, the Primate speaks with no uncertain voice. "It would surely," he says, "be intolerable to expect that a clergyman will be ready to adapt his conscientious and solemn ministrations to whatever changed conditions the Houses of Parliament, looking simply to the supposed expediency of the case, may at any time prescribe."

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. **PELEUS**, due here Mar. 12 from Europe and sails for Japan via Shanghai and Hongkong Mar. 13.
The s.s. **LYOON**, due here Mar. 12 from Europe and sails for Japan via Shanghai Mar. 13.
The s.s. **MENTOR**, due here Mar. 14 from Europe and sails for Shanghai and Japan Mar. 15.
The s.s. **REBUN**, due here Mar. 17 from Europe and sails for Japan via Japan Mar. 18.
The s.s. **NURE**, left London Feb. 13 and is due here via Colombo, Penang and Singapore Mar. 23.
The s.s. **TELEMACHUS**, due here April 5 from Europe and sails for Shanghai and Japan April 6.
The s.s. **STENTOR**, due here April 7 from Europe and sails for Japan April 8.
The s.s. **HE-US**, due here April 8 from Europe and sails for Shanghai and Japan April 10.
The s.s. **EURYADES**, due here April 17 from Europe and sails for Japan via Tientsin, Nagasaki, Moji and Kobe April 22.
The s.s. **LAERTES**, due here April 27 from Europe and sails for Shanghai April 28.
The s.s. **TYDEUS**, due here May 4 from Europe and sails for Japan via Shanghai May 5.

FROM AMERICA.

The s.s. **KOUADOR**, left San Francisco Feb. 7, and is due here via Honolulu, Japan, Shanghai and Manila, Mar. 17.
The s.s. **MONTEAGLE**, left Vancouver Feb. 13, and is due here via Japan, Shanghai and Manila, Mar. 18.
The s.s. **COLOMBIA**, left San Francisco Mar. 6, and is due here via Honolulu, Japan, Shanghai and Manila April 14.
The s.s. **IXION**, left Seattle Mar. 11 and is due here via Tientsin, Japan and Manila, April 20.
The s.s. **PROTESILAUS**, leaves Seattle April 7 and is due here via Japan and Manila, May 7.
The s.s. **PEREZUELA**, leaves San Francisco April 3, and is due here via Honolulu, Japan, Shanghai and Manila, May 12.

FROM AUSTRALIA.

The s.s. **NIKKO MARU**, left Sydney Mar. 3, and is due here via Manila Mar. 22.
The s.s. **ST. ALBANS**, left Melbourne Mar. 8 and is due here via Sydney, Brisbane, Townsville, Cairns, Thursday Island, Sandakan and Manila, April 9.

FROM CALCUTTA.

The s.s. **HEIMET MARU**, left Calcutta Feb. 23, and is due here via Rangoon and Singapore Mar. 14.
The s.s. **MADRAS**, left Calcutta Feb. 29 and is due here via Rangoon, Penang and Singapore Mar. 19.
The s.s. **GREGORY APGAR**, left Calcutta Mar. 10 and is due here via Rangoon, Penang and Singapore Mar. 25.

FROM BOMBAY.

The s.s. **NAGANO MARU**, left Bombay Feb. 27, and is due here direct Mar. 15.

FROM MANILA.

The s.s. **TYNDAL**, leaves Manila Feb. 23 and is due here Mar. 2, sailing for Seattle via Kobe and Yokohama Mar. 14.
The s.s. **LION**, leaves Manila Apr. 18 and is due here Apr. 20.
The s.s. **PROTESILAUS**, leaves Manila May 7 and is due here May 9.

FROM JAPAN.

The s.s. **TAJIMA MARU**, left Yokohama Mar. 3, and is due here via Kobe and Moji Mar. 13.
The s.s. **CHUO**, left Yokohama Mar. 5 and is due here direct Mar. 13.
The s.s. **ARRATON APGAR**, left Kobe Mar. 8 and is due here via Moji, Mar. 14.
The s.s. **CALCUTTA MARU**, left Kobe Mar. 7, and is due here via Moji and Shanghai Mar. 16.
The s.s. **HYSON**, leaves Yokohama Feb. 18 and is due here Mar. 16, sailing for London via Singapore Mar. 17.
The s.s. **BANO**, left Yokohama Mar. 8 and is due here via Kobe, Moji and Shanghai Mar. 22.
The s.s. **JAPAN**, leaves Kobe Mar. 22 and is due here via Moji Mar. 24.
The s.s. **KING OF COMPASSION**, leaves Yokohama Mar. 23 and is due here via Kobe, Moji and Shanghai Mar. 25.
The s.s. **MADRAS**, leaves Kobe Mar. 31 and is due here via Moji April 8.
The s.s. **TITAN**, leaves Yokohama April 2 and is due here April 13, sailing for Liverpool via Singapore April 14.
The s.s. **GREGORY APGAR**, leaves Kobe April 10 and is due here via Moji April 16.
The s.s. **LYCAON**, leaves Yokohama Mar. 27 and is due here via Kobe and Shanghai April 12, sailing for London via Singapore April 25.
The s.s. **JOHN**, leaves Yokohama Mar. 27 and is due here via Kobe and Shanghai April 12.
The s.s. **ST. ALBANS**, leaves Kobe April 20 and is due here via Moji April 25.
The s.s. **MENT**, leaves Yokohama April 10 and is due here via Kobe and Shanghai April 25.

FROM SHANGHAI.

The s.s. **WINDRA**, left Shanghai Mar. 12 and is due here via Wei Hai Mar. 15.
The s.s. **HYSON**, leaves Shanghai Mar. 15 and is due here Mar. 18.
The s.s. **CHABLETON HALL**, leaves Shanghai Mar. 15 and is due here Mar. 18, sailing for New York via Singapore, Panama and Colon.
The s.s. **HECTOR**, leaves Shanghai Mar. 15 and is due here Mar. 21, sailing for Liverpool via Singapore Mar. 22.
The s.s. **EPHRAIM**, leaves Shanghai Mar. 15 and is due here Mar. 21, sailing for London via Singapore Mar. 22.
The s.s. **JOHN**, leaves Shanghai Apr. 21 and is due here Apr. 28, sailing for New York via Singapore, Panama and Colon.
The s.s. **HECTOR**, leaves Shanghai Apr. 15 and is due here Apr. 18.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

BRITISH AND FRENCH GOLD FOR AMERICA.

London, March 6th.
A telegram from Washington says it is anticipated that the plans providing for the shipment of gold from Great Britain and France, valued at \$20,000,000 to the United States will be officially announced immediately. Consequently, exchange has advanced sharply. It closed at 3.70 being an advance of over 13 cents during the past twenty-four hours.

ADRIATIC PROBLEM.

Paris, March 7th.
President Wilson's reply to the Allied Adriatic note of February 28th is most conciliatory and expresses willingness to support direct Italian and Jugo-Slav agreement provided that it accords with the agreement of December 9th.
President Wilson maintains his opposition to the application of the Pact of London.

UNITED STATES NAVY.

London, March 7th.
A telegram from Washington says that in regard to the reported statement of Sir Eric Geddes that Britain would not attempt to outstrip the United States in battleship construction Mr. Daniels, the Secretary of Navy, replied that he did not believe the report was official, and pointed out that Great Britain was encouraging her Colonies to build warships. Even if the United States joined the League of Nations she will have a navy equal to any other. If she did not join, she would have the greatest navy of all.

Washington, March 8th.
Before the House of Representatives Naval Committee, Mr. Daniels recommended that the naval building programme for the next fiscal year will be larger than the General Board's proposal "if the Treaty is not ratified during this session of Congress."
Mr. Daniels' recommendation was that, in the event of the Treaty not being ratified, the Board's programme regarding building capital ships—comprising two battleships and one battle-cruiser—be adopted, and urged additional construction of 20 light-cruisers and 14 destroyers.

AMERICA AND THE SOVIET.

Washington, March 8th.
It is stated that the Government has virtually decided to permit the resumption of trade with Soviet Russia when the Allies have outlined a definite policy, but this action does not involve recognition of the Soviet.

FAILURE OF SOVIETS.

London, March 10th.
A striking admission has been made by Mr. Philip Snowden in a Labour paper. He confessed that the Soviet Government in Russia was compelled to abolish local Soviet Councils, and points out that the Councils signally failed to maintain order and actually produced grave disorders and caused the demoralisation of workmen and industry.
Mr. Snowden says that this decision and the Soviet's institution of forced labour should be a lesson to others, warning to imitate Russia.

EMPIRE COTTON GROWING.

London, March 10th.
Mr. Lloyd George has consented to receive a deputation of representatives of the cotton trade as regards government assistance in the development of cotton-growing throughout the Empire.
The deputation will plead for a larger subsidy than £10,000,000 annually for a period of five years which the Government has offered.

HISTORIC TRADES CONGRESS.

London, March 9th.
A special Trades Union Congress meeting at the Royal Albert Hall will be the most important in the history of the Labour movement.
It has been called to decide the question whether, and how, the Government should be compelled to adopt the nationalisation of the mines.
The agenda offers the alternative means: firstly, a general strike; secondly, an intensive political propaganda. Hence the Congress will have to decide between Revolution and constitutional action.
It is noteworthy that at the recent by-elections the majority was against a strike. Although the Ashton, Wrekin and Paisley Nationalisation candidates stood defeated it is opined that the Congress will be fairly evenly divided, but the difference will be small, and the miners' vote—numbering 700,000—will be given solidly for "direct action."

EXTRAORDINARY SCENE IN BERLIN.

Berlin, March 8th.
A scene of extraordinary violence took place in the Adlon Hotel to-day. Prince Joachim Albrecht of Prussia, a cousin of the ex-Kaiser, observed two French officers and ordered the orchestra to play "Deutschland Ueber Alles."
The Frenchmen remained sitting, whereupon the Prince and his party showered upon them a volley of abuse and threw champagne bottles and other missiles. One officer was badly maltreated.
Prince Joachim's party was ultimately turned out by the Hotel staff, who, the following day, refused to accept Prince Joachim's party and threatened to strike unless the party left.
It is anticipated that the French Government will take up the question of the assault.
Herr Noke has ordered the provisional arrest of Prince Joachim.

SWEDISH CABINET RESIGNS.

Stockholm, March 7th.
The Swedish Cabinet has resigned. There are no details available of the causes which led to the resignation.

NOTICES.

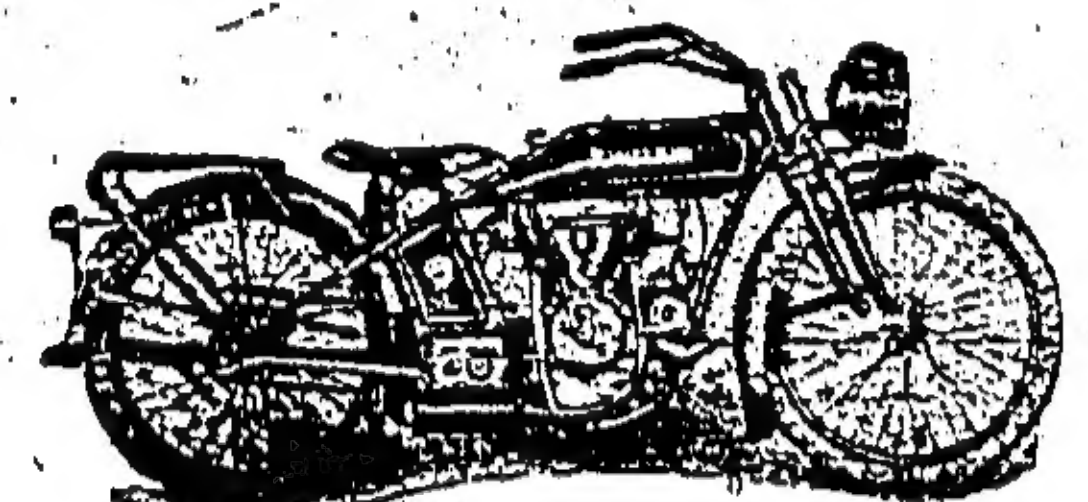
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SOLD COMPLETE WITH ACCESSORIES.

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Chandler 7 passenger Car - \$12.00
Hudson 7 passenger Car - \$12.00
Oakland 5 passenger Car - \$ 8.00

BREEZY GARAGE

(opposite Central Market)

BRANCH DEPOT

(opposite The Sun Co.)

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 9 p.m. on the previous day.

INWARD MAIL.

FRIDAY, March 12.
Shanghai—Per ICHANG.
SATURDAY, March 13.
Europe (via New York)—Per PELEUS.
Straits—Per WAKASA MARU.
Shanghai—Per TITON MARU.
Shanghai—Per AMAZON.
SUNDAY, March 14.
Straits—Per HEIMET MARU.
Japan—Per TAJIMA MARU.
Shanghai—Per SINKIANG.
MONDAY, March 15.
U.S.A., Canada and Manila—Per EM-PRESS OF ASIA.
Bombay—Per NAGANO MARU.
Shanghai and Japan—Per CALCUTTA MARU.
WEDNESDAY, March 17.
Shanghai and Japan—Per SHIZUOKA MARU.
MONDAY, March 22.
Australia—Per NIKKO MARU.

OUTWARD MAIL.

FRIDAY, March 12.
Haiphong—Per PINSAMUD, 5 p.m.
Hankow—Per NAM WANG, 5 p.m.
Japan via Nagasaki, Canada, United States, Central America and South America—Per BANO.
FRANCISCO—Per BON-DOWOSO, Registration 5 p.m. Saturday 12, Letters 8.30 a.m.
SATURDAY, March 13.
Haiphong—Per HONGKONG, 9 a.m.
Japan via Moji, Honolulu and San Francisco—Per ANYO MARU, 11 a.m.
Philippine Islands, Australia and New Zealand—Per SYDNEY, 9 a.m.
MALACCA MARU, Registration 11.45 a.m. Letters 12.30 p.m.
Shanghai, North China—Per UHOY-SANG, 5 p.m.
Straits, Bangkok, and Egypt—Per ANTIOCHUS, 5 p.m.
Shanghai, North China—Per AWEILIN, 5 p.m.
Saigon—Per HWAR KUN, 5 p.m.
SUNDAY, March 14.
Swatow, Amoy and Formosa via Takao—Per SONHUM MARU, 9 a.m.
Tientsin—Per CHONG-SHIN, 9 a.m.
MONDAY, March 15.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 11 a.m.
WEDNESDAY, March 17.
Swatow and Bangkok—Per CHENGCHU, 5 a.m.
Weihaiwei and Tientsin—Per KUI-CHOW, 11 a.m.
Swatow, Amoy and Formosa—Per HONGKONG, 9 a.m.
Shanghai, North China—Per JOHANG, 2 p.m.
WEDNESDAY, March 17.
Shanghai, North China, Japan via Nagasaki, Canada, United

States, Central and South America and EUROPE via YANCOUVER, R.C.—Per FUSHING, 8.45 a.m. Letters 9.30 a.m.
Weihaiwei, Chefoo and Dairen—Per HANGHONG, 5 p.m.
THURSDAY, March 18.
Japan via Nagasaki—Per BENAYON, 10 a.m.
Shanghai and North China—Per SINKIANG, 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkedi, Egypt and EUROPE via SINKIANG, 10 a.m. Letters 9.45 a.m. Letters 10.30 a.m.
FRIDAY, March 19.
Swatow, Amoy and Formosa—Per HAI-CHING, 10 a.m.
Saigon—Per TAIHAI, 10 a.m.
Shanghai and North China—Per KING-CHOW, 3 p.m.
MONDAY, March 22.
Chefoo and Dairen—Per HSIN PING ON, Noon.
THURSDAY, March 25.
Japan via Nagasaki—Per NIKKO MARU, 10 a.m.
Philippine Islands—Per TAMING, 3 p.m.
THURSDAY, March 25.
Shanghai, North China and Japan via Kobe—Per TAMHA MARU, 10 a.m.
SUNDAY, March 28.
Philippine Islands, Australia and New Zealand—Per TANGA MARU, Registration 9 a.m. Letters 9 a.m.

MOVEMENTS OF STEAMERS.

The O.P.O.S. Co.'s R.M.S. **Montague** sailed for Yokohama on the 10th March and is expected here on the 12th March.
The C.P.O.S. Co.'s R.M.S. **Empress of Asia** arrived at Shanghai on the 9th March 2 p.m. left there 11th March and is expected here on the 12th March.
The N.Y.K. Co.'s **Tokyo Maru** (New York Line) left Shanghai for this port on the 10th March and is expected here on the 12th March.
The N.Y.K. Co.'s **Tokyo Maru** (American Line) left Moji for this port on the 9th March and is expected here on the 12th March.
The N.Y.K. Co.'s **Heima Maru** (Calcutta Line) left Singapore for this port on the 7th March and is expected here on the 12th March.
The N.Y.K. Co.'s **Wakasa Maru** (Liverpool Line) left Moji for this port on the 10th March and is expected here on the 12th March.
The N.Y.K. Co.'s **Wakasa Maru** (London Line) left Moji for this port on the 10th March and is expected here on the 12th March.
The N.Y.K. Co.'s **Wakasa Maru** (London Line) left Moji for this port on the 10th March and is expected here on the 12th March.

ENTERTAINMENT.

THEATRE ROYAL HONGKONG.

BY ARRANGEMENT WITH AFRICAN THEATRES, LTD. MIDDLE EAST FILMS, LTD. Present THE GREAT ENGLISH ACTRESS

MARIE TEMPEST

In association with **GRAHAM BROWNE**, In a Repertoire of Famous "Tempest" Comedies.

"AN EPOCH IN THE DRAMATIC HISTORY OF THE FAR EAST."

OPENING THURSDAY, MARCH 18th 1920.

With W. Somerset Maugham's Comedy **PENELOPE**

FRIDAY, MARCH 19th THE MARRIAGE OF KITTY

By Cosmo Gordon Lennox.

SPECIAL MATINEE:

SATURDAY, MARCH 20th at 5.15 p.m.

PENELOPE

and at 9.15 p.m.

THE MARRIAGE OF KITTY.

MONDAY & TUESDAY, MARCH 22nd & 23rd

The Delightful Romantic Comedy

THE DUKE OF KILLICRANKIE

By Captain Robert Marshall.

WEDNESDAY & THURSDAY, MARCH 24th & 25th

COUSIN KATE

By Hubert Henry Davis.

FRIDAY, MARCH 26th

OUTCAST

An Indictment, By Hubert Henry Davis.

SPECIAL MATINEE:

SATURDAY, MARCH 27th at 5.15 p.m.

OUTCAST

And at 9.15 p.m.

Mrs. DOT

By W. Somerset Maugham.

MONDAY, MARCH 29th

Mrs. DOT.

TUES. AND WEDNESDAY, MARCH 30th & 31st.

AT THE BARN

A Delightful English Comedy.

By Anthony Wharton.

BOOK ALL YOUR SEATS NOW!

Prices \$6.00 & \$5.00.

Plans at Motrice's.

SPECIAL NOTICE—During the Temper Season the curtain will rise promptly at 8.15 and for the comfort of all concerned will please be seated before that time.

Management—WILFRED COTTON.

ARRIVALS.

March 12.

The s.s. **RANCHOW**, Brit., 1,225 tons, from Bangkok and Swatow, Capt. Cowan, B. & S. Oils.
The s.s. **DIYA**, Norw., 833 tons, from Gooen, Capt. J. R. Owen, B. & S. Oils.
The s.s. **KUICHOW**, Brit., 1,220 tons, from Shanghai, Capt. J. McCulloch, B. & S. Oils.
The s.s. **HANYANG**, Brit., 1,307 tons, from Gooen, Capt. J. R. Owen, B. & S. Oils.
The s.s. **JASON**, Brit., 4,800 tons, from Singapore, Capt. J. Ramsay, B. & S. Oils.
The s.s. **TUMSK**, Rus., 1,511 tons, from Moji, Capt. Balding, Russian Volunteer Fleet 222.

DEPARTURES.

March 11.

The s.s. **PAUSANG**, (Brit.), Capt. Gil, Agents J. M. & Co., left for Saigon to-day.
The s.s. **TAESANG**, (Brit.), Capt. Ritchie, Agents J. M. & Co., left for Haiphong via Hongkong to-day.
The s.s. **BATUM**, (Brit.), Capt. Page, Agents P. Shun & Co., left for Haiphong to-day.
The s.s. **POUSHING**, (Brit.), Capt. Robinson, Agents J. M. & Co., left for Wuhu to-day.
The s.s. **AMPROPOL**, (Rus.), Capt. Fainberg, Agents Russian Volunteer Fleet left for Canton to-day.

"WALLA WALLA" MOTOR boats are built for your service.

ENTERTAINMENTS.

A SUPER-PRODUCTION

AT ORDINARY PRICES

BLUE JEANS

TO-NIGHT

THE CORONET

THE VICTORIA THEATRE.

TO-NIGHT! at 5.15, 7.15 & 9.15 p.m. TO-NIGHT!

GEORGE B. SEITZ

AND **MARGUERITE CURTOT**

"BOUND & GAGGED"

Episode 3 "SNARED"
"4" "AN UNWILLING PRINCESS"

HONGKONG THEATRE.

TO-NIGHT! at 5.15 & 9.15 p.m. TO-NIGHT!

WILLIAM S. HART

"BETWEEN MEN"

A Gripping Drama in Five Parts.

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Do you know that you, yourself, can make it look almost like new and save the cost of revarnishing? All you need is Johnson's Cleaner and Johnson's Liquid Prepared Wax.

JOHNSON'S CLEANER

really cleans. It entirely removes all stains, grease, scum, tar, road-oil, alkali, etc. Even those spots that are ground in—mud freckles—and surface scratches you thought were permanent—will disappear like magic under Johnson's Cleaner.

Perfectly Harmless

Johnson's Cleaner contains no grit or acid—it cannot scratch or injure the finest finish—simply cleans and prepares it for the polish. No matter what kind of a body polish you use, you will never get good results unless the surface is clean—and for this purpose there is nothing equal to Johnson's Cleaner.

Easy and Quick

It requires no experience and but a few minutes' time to use Johnson's Cleaner. It always gives satisfaction on the finest finish or on an inexpensive car.

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